# East Link light rail:

## Downtown Bellevue
## Open House Summary

March 2010

SoundTransit
RIDE THE WAVE

# East Link Light Rail Project Overview

East Link is Sound Transit's voter-approved project to build light rail between Seattle and Overlake Transit Center in Redmond via I-90. East Link will connect the Eastside's biggest population and employment centers, serving 45,000-50,000 riders daily.

In May 2009, the Sound Transit Board identified a preferred alternative. In downtown Bellevue, the preferred alternative included an at-grade couplet along 108th Avenue NE and 110th Avenue NE (C4A).

A tunnel alternative was also identified on 108th Avenue NE (C3T) for future consideration if additional funding is found.

Sound Transit and the City of Bellevue have analyzed four new alternatives for the East Link project in downtown Bellevue. The new alternatives are based upon outside expert reviews and requests from the Bellevue City Council. The four new alternatives are evaluated in the Downtown Bellevue Concept Design Report that evaluates cost, ridership, traffic operations, environmental impacts, plan consistency, construction effects and risk. The Sound Transit Board will use the report and public comments to determine if reconsidering the preferred alternative is needed in downtown Bellevue. Sound Transit Board action is scheduled for April 2010.

## East Link Timeline

**2009–2010** Preliminary Engineering

**2011–2013** Final Design

# East Link Preferred Alternative

## Identified by Sound Transit Board of Directors, May 2009

**2013/2014** Construction

**2020/2021** Service Begins

# East Link Open House Overview

On Tuesday, February 18, 2010, Sound Transit hosted an open house to present information on four new alternatives for the East Link project in downtown Bellevue and to solicit community feedback. The new alternatives are based upon outside expert reviews and requests from the Bellevue City Council. The Sound Transit Board will use the outcomes of the expert review and public comments to determine if they will reconsider the preferred alternative in downtown Bellevue. The meeting was held from 4 p.m. to 7 p.m. at Bellevue City Hall. Approximately 168 community members attended the open house.

This open house was part of a comprehensive public involvement program Sound Transit has developed to support the East Link project. Throughout the course of the East Link project, Sound Transit has offered opportunities for the public to learn information about the project and encouraged community feedback. Community outreach events and activities for East Link have included:

- Project update mailings, email updates, and project Web site
- A series of public scoping meetings in November 2006
- Five route and station workshops in spring 2007
- Draft Environmental Impact Statement hearings in early 2009
- A series of neighborhood workshops in fall 2009
- Ongoing community briefings
- Informational project booths at community events and festivals

## Purpose

- Present updated information on the downtown Bellevue alternatives including cost and ridership estimates
- Provide information about the East Link project status and next steps
- Offer an opportunity for public comment and engagement

## Format

At the beginning of the open house, participants signed in as they arrived and Sound Transit staff informed them of the open house purpose and agenda. Each participant received a copy of the Downtown Bellevue Concept Design Report. Participants also received a comment workbook that provided information about the new alternatives and a place for feedback about the overall East Link project and issues specific to the new downtown Bellevue alignments.

After signing in, Sound Transit staff encouraged participants to view display boards around the room to learn about the Link light rail system, public involvement process and upcoming opportunities to get involved. Display board stations also included detailed information about the C9T, C9A, C11A and C14E alternatives in downtown Bellevue, including cost and ridership information. Members of the East Link project team staffed stations to answer questions and take down comments.

At 5 p.m. Sound Transit staff invited participants to listen to a brief overview presentation. The presentation highlighted the open house purpose and goals and provided a report on the current project status. After a review of outreach activities for the downtown Bellevue segment, the project team discussed the downtown Bellevue alternatives and reviewed simulations. The presentation concluded with a question and answer session. The open house continued after the conclusion of the presentation.

Participants were invited to submit their comments in the comment workbook, by mail or email, or by communicating directly with Sound Transit staff. The comments provided are highlighted in this summary. A full record of transcribed comments from flip charts, comment workbooks and emails are documented in Appendix B and C.

## Public Notification

Sound Transit notified citizens who live or work in the East Link corridor of the Downtown Bellevue Open House through a variety of methods including the Sound Transit Web site, an electronic newsletter sent to listserv subscribers, news releases, a postcard mailing, and display advertisements in local newspapers. Translation services were also advertised and available as needed.

Sound Transit mailed a postcard announcement to 14,845 businesses and residents within an approximate two mile radius of Bellevue City Hall. Sound Transit ran display ads announcing the workshops in the following publications: *The Seattle Times, Russian World, Bellevue Reporter, La Raza Del Noroeste, and The Chinese Post.*

In addition to notifying the general public, Sound Transit requested participation from business owners in the corridor, stakeholder and neighborhood groups, as well as residents who attended previous meetings, submitted comments, or asked to be added to the project mailing list. A copy of the postcard announcement and other notifications is included in Appendix G.

East Link light rail
Sound Transit is currently analyzing four new alternatives for the East Link project in downtown Bellevue. The new alternatives are based upon outside expert review and requests from the Bellevue City Council. At the Open House, Sound Transit's East Link project team will report on conceptual designs and analysis of the following alternatives as directed by the Sound Transit Board of Directors:
C9T – 110th NE Tunnel Alternative
C9A – 110th NE At-Grade Alternative
C11A – 108th NE At-Grade Alternative
C14E – 114th NE Elevated Alternative
The Downtown Bellevue Concept Design Report evaluates cost, ridership, traffic operations, environmental impacts, plan consistency, construction effects and risk for each of the new alternatives. The Sound Transit Board will use the report and public comments to determine if reconsidering the preferred alternative, the C4A At-Grade Couplet, is needed in downtown Bellevue. Sound Transit Board action is scheduled for Spring 2010.
DOWNTOWN BELLEVUE
Public Open House
Open House will be from 4 to 7 p.m.
(presentation begins at 5 p.m.)
Thursday, Feb. 18, 2010
Bellevue City Hall Concourse
450 110th Ave. NE, Bellevue
Getting there:
Bellevue City Hall is located near the Bellevue Transit Center, which is served by regional and local buses. City Hall parking is available on a first-come, first-served basis, and is free to those doing business with the City or attending meetings at City Hall. Visitor parking entrance is located on 110th Avenue.
To review the Concept Design Report:
Please visit www.soundtransit.org/eastlink, or contact Katie Kuciemba, Community Outreach Specialist at 206-398-5459 or katie.kuciemba@soundtransit.org. The fastest and most reliable way to receive information about the East Link project is to sign up for e-mail updates at www.soundtransit.org/subscribe. For information in alternative formats, call 1-800-201-4900/TTY Relay: 711 or e-mail accessibility@soundtransit.org.

# Public Comments

Sound Transit received a total of 70 public comments as of March 12, 2010. The public comments summarized below were submitted at the open house, via email or mail following the open house. Verbatim transcriptions of all comments are provided in Appendix B and C. All appendices are available to download online at http://www.soundtransit.org/eastlink.

## Key Themes

- The tunnel alternative (C9T) garnered the most positive comments, followed by the at-grade alternatives (C9A and C11A). There were slightly fewer positive comments on the elevated alignment along 114th Ave (C14E) than the at-grade options.
- Opinions varied about the best alternative, but common interest in making the right decision that is in the community's long-term best interest.
- Build a system for maximum ridership, and place stations closest to where people live, work, and shop, with easy connections to transit.
- Concern that budget constraints would force decisions that may not be in the best interest of the community or the long-term success of Link light rail.
- Interest in making a decision within a reasonable timeframe in order to keep the project moving forward – comments expressed the sentiment that Sound Transit needs to "do it right, but do it fast."
- Support for providing adequate parking to allow for greater ridership and use of East Link.
- Provide frequent service, especially in the evenings.

## Alternative C9T Comment Highlights

Among participants who submitted comment forms, there was more support than opposition for Alternative C9T. Those in favor of this alternative indicated that it provided the best long-term solution with the least negative impacts, including less impact on traffic, downtown streets and residences. The higher ridership estimates and close proximity to downtown were other benefits cited by those in favor of C9T.

- *"Put the tracks underground so they can put people close to where they live, work, or shop now, not where they might go sometime in the future. Every surface option C4A, C9A, and C11A will negatively affect Bellevue businesses far more than not having any rail at all."*
- *"Best long-term solution for Bellevue."*
- *"I favor option C9T as it will promote maximum ridership and keep congestion to a minimum. The other alternatives are compromises we might regret later."*
- *"Bellevue needs a tunnel! Any at-grade alternative will be a nightmare for downtown streets. Remember to build it right the first time."*
- *"A tunnel would serve the public better for the Downtown Bellevue area because it does NOT impact the traffic on the road and has the highest system-wide ridership. The tunnel option has 100% support from the City of Bellevue, who will HOST and give permits to the construction of the East Link in Bellevue."*
- *"The February 2010 Sound Transit Downtown Report on Bellevue Light Rail Alternatives Concept Design Report shows the strongest East Link Ridership (51,000) using the C9T alignment. Should Sound Transit and the City of Bellevue be unable to agree on an acceptable means of funding this alternative, the recently proposed C14E alternative becomes the obvious best choice as it is $80 to $120 million less expensive than C9A and C11A and has the same ridership as the two at-grade alternatives."*

Several participants expressed concern about the higher cost of constructing Alternative C9T. A few participants raised concerns about the alternative's impact on neighborhoods, especially to the historic district and to local businesses on Main Street.

- *"$900 million, too much money for not enough benefit."*
- *"Too expensive and not required."*
- *"Too expensive. Cost risks are higher due to tunneling."*

Participants suggested alternative alignments for C9T including locating the tunnel on 108th Avenue NE instead of 110th Avenue NE. Other suggestions included ways to minimize the cost of the tunnel.

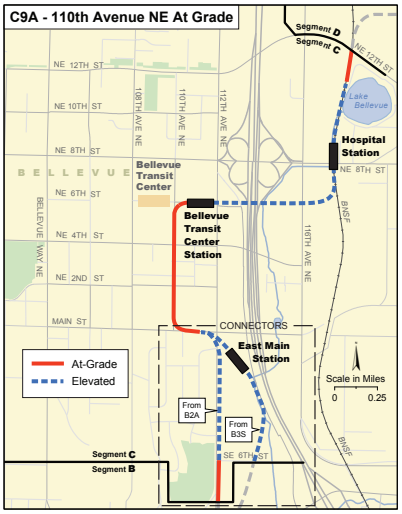
- *"Over $75 million can be saved from C9T costs by moving the East*

*Link passenger terminal from underground to partially at-grade onto NE 6th Street (East of 110th) adjacent to bus terminal. If ST adds the $100 million cost savings of the 112th routing suggested for B-Route alternative, the C9T becomes viable for similar cost compared to original downtown preferred route budget."*

Another participant suggested that the east portal should be located on the Red Lion property to minimize impacts to Main Street and the Surrey Downs neighborhood. Some were concerned with the impacts to the adjacent homes and businesses.

- *"Options C9A, C11A, and C9T negatively impact neighborhoods south of Main and the businesses on Main."*

## Alternative C9A Comment Highlights




Among participants who submitted comment forms, opinion was divided about Alternative C9A. A few participants noted that while they preferred other alternatives, this was still a good option to consider.

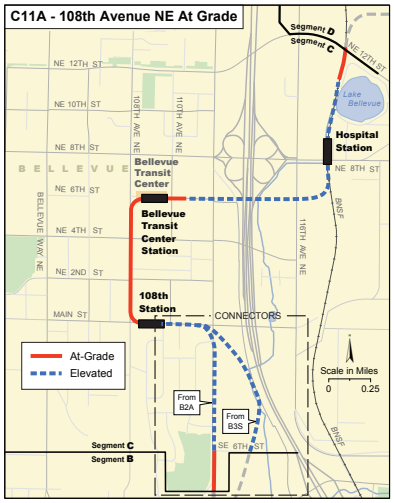
Participants who supported Alternative C9A liked the proximity to businesses, shopping and the Bellevue Transit Center. Participants also liked that this option would not require rebuilding the existing Bellevue Transit Center.

- *"Good connections to Bellevue Transit Center – not disturbing existing Bellevue Transit Center is a plus. A little far from downtown, but not too bad compared to C11A."*
- *"Minimal impacts to city traffic grid, only 4th and Main Street have impacts. Easiest and quickest to construct. Close to jobs and shopping and transit center."*

Several participants expressed concern about constructing an at-grade alignment. The primary concerns cited were potential for traffic disruption, negative impacts to local businesses, and the potential to increase congestion in downtown Bellevue.

Participants identified concerns about C9A's impact on specific locations and neighborhoods, including Main Street, the Surrey Downs neighborhood, and McCormick Park.

- *"No. We need to plan for the future. Our traffic will get worse, and trains do not belong on the road. This is a subway, not a streetcar."*
- *"Too much interaction with traffic and congestion. Large impact on Main Street and Surrey Downs neighborhood."*




## Alternative C11A Comment Highlights

Opinion was divided on Alternative C11A, with approximately equal support and opposition for this alignment among participants who submitted comments.

Those in support of Alternative C11A liked the access to businesses and shopping, the higher ridership estimates, and that the alternative provides two downtown stations.

- *"More central, better access to businesses and shops. More disruption to city street grid."*
- *"Two stations in downtown, use of existing Bellevue Transit Center, elimination of j-walking in Bellevue Transit Center are all great. I have concerns about bicycle access on 108th – be sure to give us some path through 108th or 110th."*

Those opposed to Alternative C11A expressed concern about impacts to surface streets and the potential for increased congestion, noise and visual impacts, impacts to businesses and neighborhoods, and the distance from downtown Bellevue. Others did not like that this alternative would require rebuilding the existing Bellevue Transit Center. Participants identified concerns about C11A's impact on specific locations and neighborhoods, including Main Street, the Surrey Downs neighborhood, and NE 4th Street.

- *"C11A has too many impacts on surface traffic."*
- *"Not acceptable. Higher cost, substantial higher travel time, displaces and disrupts businesses and homes, noise and visual blight that cannot be mitigated."*

## Alternative C14E Comment Highlights

Those in support of Alternative C14E liked the faster travel time and lower cost. Participants also felt that this alternative had the least neighborhood and business impacts. Others who liked this alternative commented that Alternative C14E supports future development opportunities to the east and along I-405.

- *"C14E is the preferable route. It is faster than street alternatives, lowest cost per rider, no substantial variation in overall system ridership and the least impact on eligible historic neighborhood properties."*
- *"Substantial benefits in regard to travel time and cost. No substantial decrease in overall system ridership. Fastest of all the alignments… substantial benefit of being fully grade separated."*
- *"Very progressive, avoids the already congested downtown core. A "shuttle people mover" can circulate on secondary streets through the downtown core."*
- *"This is the most logical. Eventually Bellevue will be growing to the east."*
- *"I have spoken with many people over the past few weeks who share my belief that the C-14 alignment or the Vision Line Concept is the best route. Main Street is a very busy arterial and should not be compromised by light rail construction or design."*

*"The proposed "Vision Line" is the most direct route without the sharp bends needed to do the surface and tunnel routes."*

Among participants who submitted comment forms or emails, there was more opposition than support for Alternative C14E.

Participants opposed to Alternative C14E expressed concern about the lower ridership estimates of this alternative compared to the other alternatives under consideration. Others commented that the alignment was located too far from the population it would serve and that it offers poor connectivity to downtown Bellevue and the Bellevue Transit Center. Participants also commented that C14E is not accessible to the elderly and mobility impaired, in addition to being difficult for bicycles to access. A few participants expressed concerns about potential conflicts with future development along I-405 and with the I-405 master plan.

- *"Very poor connectivity to the existing Bellevue Transit Center making connection to the feeder bus system extremely difficult. Also way too far from downtown activity centers and residences to be of any use."*
- *"C14E is by far the least desirable route – too far from the Bellevue Transit Center, businesses and shopping, potential conflicts with future I-405 development."*
- *"C14E does not make any sense to me. Part of the motive should be to deliver shoppers to downtown Bellevue."*
- *"C14E appears to be the least practical alternative. It has lower ridership, worse accessibility, more inconvenience and sacrifices long-term benefits for short-term financial gains."*
- *"Horrible pedestrian access. Horrible for cyclists. Maybe good for East Bellevue/Redmond folks since it would cut time off trip."*
- *"Light rail needs to serve the neighborhoods of Bellevue, and to do so it needs to serve the downtown. It is an asset to our community and will give residents new transportation options. There is no point of building a major transit system if it does not serve the most number of jobs and residents."*
- *"I have been dismayed by the shift in City Council guidance to Sound Transit, specifically the new majority's preference for route B7 along the BNSF rail route, and the related advocacy for a new downtown alternative C14E. "*

## Other Comment Highlights

### *Access and Mobility*

The Bellevue Network on Aging submitted a formal letter outlining their priorities for East Link. Their foremost concern was access to the hospitals and medical centers. The letter specifically requested a hospital station at NE 10th Street and stations near the medical facilities on 116th Ave NE and 112th Ave NE. The group encouraged Sound Transit to build at-grade stations to improve access for riders with limited mobility.

- *"Ease of access – whether the commuter walks [most people are quite capable of walking 10 minutes], bikes, drives or transfers from other means of public transportation."*
- *"As many people as possible should be within easy walking distance of a station. Access convenience is a major factor in attracting new riders."*

### *Congestion*

Several participants indicated congestion related to the at-grade alternatives as a significant concern.

- *"The At-Grade options will simply kill the traffic in Downtown Bellevue."*
- *"Light rail tracks must be separated from streets to avoid the congestion [current or future] it is supposed to alleviate. Tracks must be either elevated, placed in tunnels, or if at grade – be completely separated from streets."*

### *South Bellevue Preferred Alternative (Segment B)*

Participants also indicated their preferences for the East Link alignment in South Bellevue.

- *"Were a station to be built where the existing Wilburton Park and Ride, as proposed by B7, traffic on 118th Ave SE could not be mitigated. Indeed, the city cannot mitigate current traffic problems on 118th Ave SE, and the impacts on various stakeholders."*
- *"As evidenced by almost 250 comments in the DEIS supporting the B7 alignment compared to 70 opposing it, there is overwhelming support in Bellevue for the B7 alignment as the route that would have the least harmful impacts to neighborhoods, businesses and the city of Bellevue in general."*
- *"The light rail line running across I-90 must stop at South Bellevue Park& Ride. This is a major connection point for commuters originating in the local community, as well as commuters using the I-90 corridor east and commuters living in Newcastle."*
- *"We agree with the City Council that the South Bellevue P&R MUST be a destination of the East Link line as it is the largest P&R anywhere along the East Link line (contributing to increased ridership), which is why we fully support the side-running B-3 alternative."*

### *Mercer Slough*

Several commenters voiced concern about any alignment that would significantly impacted the Mercer Slough.

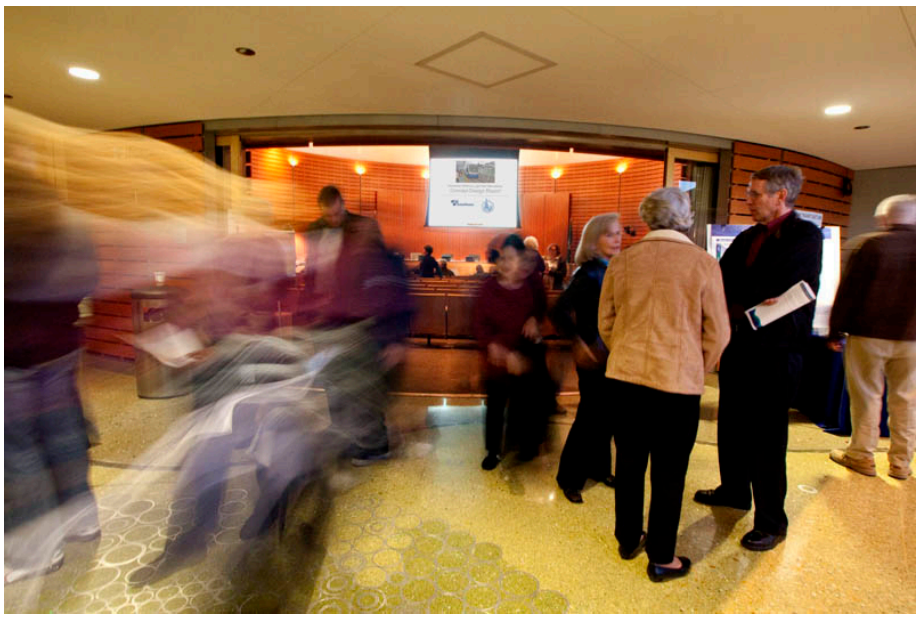
- *"Avoid the Bellevue wetlands and slough. "*
- *"Do NOT change the Eastside route to go through Mercer Slough. Protect this rich area in spite of the wishes of the Bellevue Council."*

### *Timeline*

- *"Our region cannot afford these delays and should continue to move forward, not backwards. Trust the decisions of your past colleagues trust your analysis supporting the preferred alternative and let's keep this region moving!"*

### *Miscellaneous*

- *"Each local community and neighborhood will voice its own narrow definition of system requirements, needs and desires. From a system's stand point these are frequently completely at odds with the greater objectives listed above. Sound Transit is the only agency that can maintain focus on the larger picture."*
- *"Light rail, transit, and other vehicles should all be integrated together into a well planned total transportation system."*
- *"The Sound Transit Board must also take into account that the Washington State Department of Archeology and Historic Preservation determined during the East Link DEIS process a large, contiguous section of North Surrey Downs is eligible to be nominated to the National Register of Historic Places as a potential historical district."*



## Next Steps

The community feedback provided during this downtown Bellevue Open House is important to Sound Transit and regional decision-makers. Sound Transit will weigh this feedback, along with cost, ridership, service quality, environmental impacts, land use impacts, and service efficiency. The Sound Transit Board is expected to re-evaluate the downtown Bellevue preferred alternative in April 2010. The East Link project team also plans to continue outreach efforts by scheduling community briefings, hosting community open houses and providing ongoing project updates through the mail, email, and the project Web site.

Sound Transit is also preparing a Final Environmental Impact Statement (EIS) that is planned to be published in late 2010, which will evaluate the preferred alternative and other alternatives from the Draft EIS. After the Final EIS is completed, the Sound Transit Board will make a final decision on the project alignment and stations locations.

In order to address frequently asked questions raised during the workshops, Sound Transit will update the East Link Web site to answer these and other questions we hear from the public. We are always interested in hearing your thoughts about the East Link project!

# Contact

Please submit comments or questions to:

Katie Kuciemba
Community Outreach Specialist
(206) 398-5459
eastlink@soundtransit.org
401 South Jackson Street
Seattle, WA 98104

For information in alternative formats, call:
TTY: Relay: 711 or
email accessibility@soundtransit.org

To speak with Sound Transit about the proposed Link light rail mass transit project in East King County call 1-800-823-9230 during regular business hours.

Para hablar con Sound Transit acerca del propuesto proyecto de transporte público de Link Light Rail en el este de King County, llame al 1-800-823-9230 durante horas normales de oficina.

要向 Sound Transit 瞭解或討論擬在 East King County 進行的 Link light rail 公共交通項目，請在正常的工作時間致電 1-800-823-9230。

Upang makipag-usap sa Sound Transit ukol sa iminungkahing Link light rail na proyektong sasakyang pangmasa sa Silangang King County tawagan ang 1-800-823-9230 habang sa karaniwang mga oras ng pangangalakal.

Если вы хотите высказать сотрудникам Sound Transit свои соображения по поводу предлагаемого проекта линии общественного транспорта Link light rail в восточной части King County, звоните по телефону 1-800-823-9230 в обычные рабочие часы.

Muốn nói chuyện với Sound Transit về đề án chuyên chở công cộng đường sắt nhẹ Link tại Phía Đông Quận King, hãy gọi số 1-800-823-9230 trong giờ làm việc thường lệ.

درمورد مسیر پیشنهاد شده برای پروژه ترانزیت سبک راه اهنی در کینگ شرقی با شماره 1-800-823-9230 در ساعات کاری تماس بگیرید برای گفتگو با سوند ترانزیت

SOUNDTRANSIT
RIDE THE WAVE

# East Link light rail:

## Downtown Bellevue Open House Appendices

March 2010

# Appendices

**A. Open House Attendees**

**B. Comment Form Transcriptions**

**C. Email Comments**

**D. Workshop Handouts & Displays**

- Comment Form
- Display Boards

**E. Notification Materials**

- Display Ads
- Postcard

**F. Presentation**

To request a copy of the open house summary in an alternative format, call 1-800-201-4900/1-888-713-6030 TTY or e-mail accessibility@soundtransit.org

# Appendix A:

# Open House Attendees

**Open House Attendees**

Paul Brallier
Steve Corley
Betsy Hummer
Nancy Feagin
Miriam Works
Kevin Collins
Robin Bentley
Helen Rogers
Dylan Glosecki
Dennis Neuzil
Gregg Schrader
JD Wessling
Robert W. Thorpe AICP
Tracy Larson
Lynn Mowe
KC Dochtermahn, Surrey Downs
Ping Lo
Kurt Latt
K. Bonnobry
Anne Heil
John Heil
George Pieper
Matt Terry
Jeff Hirsch

Vivian Stubbers, Census Bureau
Tom Tumgop
Chuck McCaslin
Lorna Faxon, Safeway Inc.
Deborah Lelinski
Hans Gunderson
Ginger Switer
Jeff Callison
Warren Yei
Tim Gould
Robert McMains
Paul Andersson
Sabina and Dan Renn
Betsy Donworth, COB
L.S. Tipps
Shirley Stone, Resident
Darlene Lewis, Cit of Bellevue
Stacie Anderson, SDCC

Ronald Griffin
Bill Levings
Gary Ritner, Brookshire
David Skinner, HDR Engineering
Dennis True
Emilid Cruz, EPC Consultants
Richard Johnsrud, Anil Verma Associates
Dick Applestone, Self
Kirk McEwan, Self
Wilson Geegh
Steve Brak, COB
Jason Lu
Doug Hoover
John Hassebroek
Keith Tyler
Marty Evons
Charles Fisher
Michael Chaplin, Clater Partners
Patrick Bannon, Bellevue Downtown Association
Phil and Julie Roe
Eileen Rasnack, Bellevue Network on Aging
Betsy Blackstock, Surrey Downs
Wes Megers
Andrea Maden
Janine McDonalds, Mercer Slough Neighborhood Association
Dorothy Surrts
Marianne Pace
Bill Pace, Bill Pace Fruit and Produce
Andrew McCormick, Eastside Audubon
Robert Johnson and Carole Muth
Ken Trask
Michael Licik, LBV HOA
Joyce Shaffer
Judith MacMillan
Bob MacMillan, MAC
Jim Coughlin
Bob Shindler
PG Marra
Rhonda Younker
Dwight Schrag
Roy Grinnell
Robin Webber, Citizen

Laura Ruppert
Men Lim
Havens Tipps
Nelson Chen
Alan Whitney
Glenn W Christy
John Kelso
Eric Nickols, Nickols Realtors, LLC
Scott Bean
Michael Maros
Jill Pan, Civil Tech
Betina Finley
Walt Casto, Jr, Mercer Park Condominium VP and Mercer Slough Neighborhood
Steve Omoto
Paul Benko

Ann Romco
Christina Hamilton, Lake Bellevue Village
Sarah Lloyd, The Stranger
David. F Plummer
Lars Saxegaard, Transportation Coalition
Jack Hunter

Ray Wilder
Joseph Elfelt
Paul Kiawzykll
C. Hoople, Bellevue Resident
Damion Skerbeck , Kiewit
Paul Weller, Resident
Ron McConnell, Resident
Mary Andrews
Al Almeleh
Dave Alm, INCA Eng.
Hal Scott
Rick Logwood, City of Bellevue
Martin Paquette, Citizen
Nancy Lacombe, City of Bellevue
Karl Lairtus
Matt Leber
G. Lampard
David Talcott, Huwitt-Zollars

Jay Hadsell, Hilton Hotel
Andrew Stephenson
Christine Koch
Brad Vecheiden
M Sagis
Sal & Mena Dizon
Bonnie Lindnell
Katherine Casseday
Scott Lampe
Dave Russell
Dave Knibb
Robert Zander

Weiming Bian
Dorothy Craig
Charlie Garth Waste
Barbara Shepherd, Mercer Slough Neighborhood Association
Tom Doolittle, Doolittle Construction
Pete Marshall
Barbara Miller
Rebecca Sears
Brian Grunkemeyer, Sierra Club
Alice Nordwall, Mercer Slough Neighborhood Association
Steve Costa
John Eleamin
Bill LaBorde, Transportation Choices
DR O'Hare, Sunset Community Association
Amy Faite
Jim Britt
Wendy Shol, MP Association Board
Patty Britt
Michael J Elwin, East Bellevue Community Council
J. Ollis
Susy Ollis
Christie Hammond, Surrey Downs East Link Com.
Shrley Crawford
Sherwin Lee, Seattle Transit Blog
Brett Connelly, Civic Tech Engineering
Giovanni Isakson
Russel Clark , RBJK Ventures

# Appendix B:

# Comment Form Transcriptions

All comments in this section represent transcribed comments from comment forms received at the workshops or submitted by mail between February 18 and March 12, 2010. The name of each commenter is provided, as available, in relation to the comment. Original copies are stored in the project records.

## Downtown Bellevue Open House Comments:

### Comment Forms

**Please share your comments regarding the East Link Project**
I live close to the routes, in Surrey Downs, but I don't agree with some of my vocal neighbors. I want a route that goes to Central Bellevue. I like C11A the most. C9T and C9A would work fine also, but they wouldn't be as good as C11A. C14E just doesn't make sense to me. The original C4A, with East Main station would be good also. This is a long term investment and we should be willing to pay for a system that will serve our long term needs.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
New alternatives C9T, C9A and C11A seem better than Sound Transit's preferred alternative C4A, from the standpoint that they reduce adverse impacts on surface street traffic. The hospital station also seems better located to serve potentially important transit destinations. C14E, while it has somewhat lower construction cost and faster light rail travel time, does not serve the main purpose we should expect – getting it as near as possible to the concentrations of jobs and downtown residents.

Alt. C14E is fast because not as many passengers to load/unload, and four conflicts with surface traffic. But the alignment is relegated to the "outskirts of town" which might be appropriate for a freight line, or an intercity commuter line but not a transit system meant to deliver you close to your destination. The economies of time and cost for this alternative are false for that reason. And how would that tent over the moving sidewalk hold up in high winds? How will the fabric look after a year or two of weather? The illustration on P 65 shows a large quantity of horizontal structure associated with this alternative, surrounding the north and east of the City Hall.

Please share your comments:
I'd like the least environmental impacts. Skip hotels-do not go to hotels. People can get a ride to the hotel through hotel. Least expensive that is less intrusive. In the C-14E Alternative the pedestrian connection from the station to downtown Bellevue is inadequate and inconvenient with the wheelchair and battery-operated tricycle. I would prefer to have a level connection to the sidewalk. I do not want a station that is at a different level of the sidewalk. Will there be plugs to recharge my electric chair? There must be available plugs for re-charging my electric wheelchair.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
Not to be rude, but Sound Transit obviously has no understanding of the traffic in Bellevue. C4A has to be the worst option of all. The original route (C2T?) the city council voted for before C4A was adopted makes the most sense of all of these.

If we're going to have light rail, let's do it right, otherwise don't waste our money. Put the tracks underground so they can put people close to where they live, work or shop now, not where they might go sometime in the future.

Every surface option C4A, C9A, C11A will negatively affect Bellevue businesses far more than not having any rail at all.

There's $50 million that Sound Transit put in their budget for the BNSF rail corridor boondoggle that would be much better spent on this. ST has proven to be overly optimistic in their ridership assumptions so I think the city council needs to stand up and insist on doing what's best for the city.

**C9T:**
Best of these four options but not as good as original voted for by city council. (C2T?)

**C9A:**
Almost as bad as C4A but at least it doesn't cross 8th.

**C11A:**
Equally bad to C9A.

**C14E:**
Useless why have a rail that no one rides? 25% fewer riders is a dream, try 50% less, they won't walk over the hill to get there.

Name: Dorothy Swarts

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**C9T:**
The best C alternative. Why aren't there 4 station entries for subway station, on each quadrant of NE 4th/110th NE intersection?

**C14E:**
Put light rail where the people are. Next to a freeway is not the right place.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
C14E (Vision Line)-very poor connectivity to the existing Bellevue transit Center making connection to the feeder bus system extremely difficult. Also way too far from downtown activity centers and residences to be of any use.

C11A (108th Ave NE) At Grade: Can't see the benefit of rebuilding BTC over C9A

C9A (110th Ave At Grade): Good connections to Bellevue Transit Center-not disturbing existing Bellevue Transit Center is a plus-a little far from downtown but not too bad compared to C11A.

C9T (110th Ave Tunnel): 900m-too much money for not enough benefit.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
Please see my comments on following pages. Thank you!

**C9T:**
Best long term solution for Bellevue-please pair this option with the savings option on 112th Ave-B2A.

**C9A:**
Other options are better.

**C11A:**
A good option to pursue.

**C14E:**
Too far from downtown to serve public. Low ridership. Sound Transit should not spend any more money to study this-not practical.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
C4A is the worst case of all options/alternative. See attached table-comparison for C9T benefits compared to at-grade and C4A and elevated options (3 pages)

See attached "Enhanced C9T" (3 pages). See suggested revision to C14E route and moving terminal to Metro Lot (2 pages)

-Requires tight radius turn which must be further assessed and designed to site elv

-eliminate circus tent and moving sidewalk

Name: Dwight Schrag

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**Please share your comments regarding the East Link Project**
We live in NE Bellevue and look forward to being able to use light rail to get into Seattle particularly for evening cultural events-so trains will need to run reasonably frequently in the evenings (at least every 15 minutes until 11 or 12) an there needs to be good access to Seattle Center. In addition, there will need to be adequate parking and park and rides.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
C14E by far the least desirable route-too far from transit center, businesses and shopping, potential conflicts with future 405 development.

C11A has too many impacts on surface traffic.

I favor C9T if we can get funding for the extra cost of the tunnel.

My second choice is C9A both are close to the transit center and businesses-this is vital.

Name: Anonymous

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**C9A:**
This is the best! Please stay away from NE 12$^{th}$ and 108$^{th}$ Ave NE! That's where I live! Don't take my house!

Name: Anonymous

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**Please share your comments regarding the East Link Project**
C14E is the preferable route. It is faster than street alternatives, lowest cost per rider, no substantial variation in overall system ridership and the least impact on eligible historic neighborhood properties.

**C9T:**
This is an unacceptable alignment due to environmental impact on a contiguous historic district – the elevation creates noise and visual impacts that cannot be mitigated.

**C11A:**
Not acceptable. Higher cost, substantial higher travel time, displaces and disrupts businesses and homes, noise and visual blight that cannot be mitigated.

**C14E:**
Substantial benefits in regard to travel time and cost. No substantial decrease in overall system ridership. Fastest of all the alignments. This is inaccurate when you look at the people mover aspects of the plan. Substantial benefit of being fully grade separated.

Name: Deborah Lelinski

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**Please share your comments regarding the East Link Project**
1. Route light rail on surface streets in Bellevue's downtown area (no tunnel, no elevated section).
2. Cross I-405 at approximately NE 12th Street – not NE 6th /NE 8th St.
3. Construct a "Ashwood/Hospital" station at approximately NE `116th and NE 12th.
4. Route the line north from "Ashwood/Hospital" station to approximately Sr 520 then east to Overlake; do not route the line through "Bel-Red Area"; add station at approximately Sr 520 and 130th Ave.

**C9T:**
Too expensive and not required.

**C9A:**
Best alternative

**C11A:**
Too expensive

**C14E:**
Too expensive and elevated configuration is not required.

Name: David F. Plummer

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**Please share your comments regarding the East Link Project**
C11A highest ridership
C4A = less ridership than C11A and C9T
C9T= highest ridership, most $
The whole point is to serve ridership in an environmentally and cost effective manner. Any option that doesn't offer maximum ridership is almost obscure given the high cost of the system. C14E – 2 stops! What!! And way too far from Bellevue Square and offices. Please don't do this.

**C9T:**
I like this – but the cost…I prefer 108th not 110th.

**C9A:**
Prefer other options.

**C11A:**
Like this option best, location, cost, ridership very positive. Also 108th that much closer to the central core.

**C14E:**
No, no no! Too far from where riders will need to be. Too long of a walk. Bad option.

Name: Ann Romco

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**Please share your comments regarding the East Link Project**
My biggest concern is that the budget constraints will force Sound Transit and City of Bellevue to make choices that are not in the community's long-range best interest. I would prefer a delayed timeline over a hasty decision.

**C9T:**
Best results – best ridership and lowest negative impact in the long run (less traffic impact and fewer impacts on downtown residential).

**C9A:**
At-grade alignments are too disruptive of traffic business.

**C11A:**
Business displacement and neighborhood impacts are undesirable.

**C14E:**
Needs more discussion: less disruption is positive; lower ridership is a concern.

Name: Cheryl Kuhn

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**Please share your comments regarding the East Link Project**
Enough already. Next election will not produce more "hairbrain" concepts! People in Surrey Downs will be dead and buries, BSF will never revert to total rail. Stop the costly insanity of "Alternatives" just do it and let the people adjust. In Europe it is amazing transportation.

Name: J. Ollis

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**Please share your comments regarding the East Link Project**
ST overall needs to avoid being excessively focused on commuter ridership in light rail planning. St needs to give more consideration to leisure, errand and commercial traffic. As it currently stands, the C11A alignment is superior as it has the best balance of commute, shopping, and leisure destinations. However it is still fairly far from established downtown development on Bellevue Way and Old Bellevue. (The BTC is in a disappointing location. Quality of destinations and speed of introduction should be paramount concerns and immediate cost should be a 21 tertiary concern. Being too cheap and making poor decisions now will be at the significant detriment of the long-term success of Link.

**C9T:**
Better than C9A

**C11A:**
Best although it could be better by being closer to Bellevue Way. Also, at-grade segment value questionable and will slow down eastside service. Prefer up or down.

**C14E:**
Worst. Too far from anything people want to go to. Will be too transit "ghost line."

Name: Keith Tyler

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**Please share your comments regarding the East Link Project**
The system needs to be built as soon as possible. Creative funding sources need to be further identified. Perhaps 2 compromise between the "vision line" (C14E) and the C9T. Specifically, avoid the Mercer Slough and take it up the existing road avoiding the preserve. The Vision Line expands the development opportunities and expands the downtown core in an area that needs development. The "loss" of ridership numbers will be offset by new developments, and the ability for the rail system to expand into Redmond sooner.

It is ironic that San Juan, Puerto Rico just finished their rapid transit; Santo Domingo, the Domincan Republic is also building a new system. The territory and country have obviously found sources of funding other than the citizens since both are relatively poor countries.

**C9T:**
If the tunnel costs only $20 million, it would be practical to pursue funding sources. Make it an underground work of Art.

**C9A:**
At grade will aggravate the existing congested downtown core.

**C11A:**
At grade will aggravate the traffic already impacting the downtown core.

**C14E**:
Very progressive, avoids the already congested downtown core. A "shuttle people mover" can circulate on secondary streets thru the

downtown core.

Name: Karl Lairtus

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**Please share your comments regarding the East Link Project**
C11A – Reps stated parking options for the main and 108th Station would be the S Bellevue Park and ride which is 2 miles away. Do you really think people would park there and walk the 2 miles to the Main and 108th Station? I think they will be parking wherever they could in Surrey Downs and adjacent areas. What do you think? Would you walk 2 miles x2 in the rain on a daily basis?

Name: Anonymous

**Please share your comments regarding the East Link Project**
Again, talking about not only "light rail" but trains in general, in Spain now 20% unemployed besides the famous el "Talgo" we have El Ave (the bird) and it goes for example Madrid-Barna in 2 ½ hours. Before on a normal train it took 10 hours. Barna-Madrid –Seville. Bilbao, etc. Same time. Border toFrance. Their ingenous are out of this world because Spain has a horrible terrain to deal with and yet they managed! Again, tunnels are the best bet. A little sacrifice now, big results later. 2. Don't ask any more. Do, as soon as possible and you will save $ at the end. (Don't forget this country of the people, by the people, for the people. But for once be realistic.)

**C9A:**
Start now! Don't wait. And you will save $. Enough $ wasted. It is a mortal sin! P.S. I love USA, but I feel sad about the long delay and spending so much $. Sorry I have a better hand writing, but I feel very excited. Thank you for your time.

Name: Susy Ollis

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**C9A :**
Same comments as C11A.

**C11A:**
Live at 103-109 Ave next to proposed train's area. Concern – noise, parking spot, trees at back side of our property. Lived at above address since 1955. Concern of sharp turn at 108$^{th}$-Main (noise). Where would staging area be?

Name: Robert McMains

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**Please share your comments regarding the East Link Project**
This line needs to be done right. Our future will bring millions of people to Seattle worsening our traffic. Having the line at garde would detriment our surface movement of vehicles, bicycles, and pedestrians. It needs to be underground like any other subway infrastructure wordwide. Once you put it underground, the system will stay underground. If the tunnel option is chosen, we need to cut the construction time in half. Waiting for almost a century (1920s subway proposal). We need to plan for the future. Attached is a portable line of the Blue Line. (I can email the full map to ST and Bellevue.) We need a system as fast as possible, and Japan's underground subway as a n example. Build us a London Tube. I am a 16-year old, and I have lived two years without a car in Nagoya Japan. I Would love to share my insights with you.

**C9T:**
Build this! The world's city's subways are underground.

**C9A:**
No. We need to plan for the future. Our traffic will get worse, and trains do not belong on the road. This is a subway, not a street car.

**C11A:**
My comment is the same for C9A.

**C14E:**
It' faster, but not my favorite.

Name: Andrea Stephenson

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**Please share your comments regarding the East Link Project**
I favor option C9T as it will promote maximum ridership and keep congestion to a minimum. The other alternatives are compromises we might regret later.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
After riding light rail from Tukwila to Westlake I was hard pressed to find parking during mid day. Will the park and ride lots increase their parking to accommodate the increased commuters? If parking is limited it defeats the potential from using mass transit.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
No Sound Transit in Belllevue. Revote – shut it down.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
We prefer the B7 and C14E. We believe Bellevue will be growing to the East. Soon there will be high rises and businesses along 116th. Now the rail line of BN. The "vision line" should be very much like C14E. Bellevue cannot afford a tunnel at this time. 114th option preferred

**C9T:**
Too expensive

**C9A:**
East Main station would be very high!

**C11A:**
Trains would have to slow to go around corners.

**C14E:**
This is the most logical. Eventually Bellevue will be growing to the East – there will be more high rises on 116th St will be easier to go to Renton and Issaquah.

Name: Carolyn Saxegaarde

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Please share your comments regarding the East Link Project
C14E does not make any sense to me. Part of the motive should be to deliver shoppers to downtown Bellevue.

Name: Gary Ritner

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**Please share your comments regarding the East Link Project**
The C9T tunnel alternative is the preferred alternative for downtown Bellevue. It avoids traffic congestion in downtown and is closer to downtown destinations. The south portal at Main St. should be on the Red Lion property to minimize impact on Main Street and Surrey Downs.

The C14E alternative is the second best alternative after the C9T tunnel. It avoids downtown congestion and minimizes impact on neighborhoods. It is the projected lowest cost alternatives.

**C9T:**
Bellevue needs tunnel to alleviate congestion downtown. East portal should be on Red Lion property to minimize impact on Main Street. Preferred alternative.

**C9A:**
Too much interaction with traffic and congestion. Large impact on Main Street and Surrey Downs neighborhood.

**C11A:**
Too much interaction with downtown traffic. Large impact on Main Street and Surrey Downs neighborhood.

**C14E:**
Best alternative after tunnel (C9T). Minimizes impact on neighborhood. Avoids downtown congestion.

Name: Charles Fisher

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**Please share your comments regarding the East Link Project**
Light rail should be built to get the maximum ridership. To get the maximum ridership, the stations should be placed where most people live, work and shop. Also, stations should be as close to the transit center as possible so that people can connect to other destinations. People will not use the system if thy have to walk several blocks. Any short-term inconvenience during construction – if tunnel is chosen- will not offset by future convenience, because the system will be used for generations.

**C14E:**
Crazy idea

Name: Anonymous

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**Please share your comments regarding the East Link Project**
I prefer the East Link preferred alternative with as much tunneled as possible. It needs to be as close to downtown as it can get. Anything over 5 minute walk defeats the main purpose of providing East Link. You just as well continue busses – they can drop you off closer with more options. I know tunnels are more costly, but I'd rather pay more to help eliminate noise and continuous movement at grade – and I'm a resident who lives paycheck to paycheck. That's how important tunnels are to me in this project.

**C9T:**
Yes

**C9A:**
No

**C11A:**
No

**C14E:**
No

Name: Anonymous

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**C9T:**
Great but we probably will not get it.

**C9A:**
Best of all four, but for any please do not put any line thru the park to the south!

**C14E:**
Please no – costs less but is not meeting current needs – let alone will not provide for future needs.

Name: Helen Rogers

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**Please share your comments regarding the East Link Project**
The most important consideration for building a system in downtown Bellevue is to remember that this is a 100 year decision – make sure that decisions made today will look not only in the near future but in the long run. A world-class city needs a world class transit system! See inside for specific comments.

**C9T:**
Bellevue needs a tunnel! Any at-grade alternative will be a nightmare for downtown streets. Remember build it right the first time.

**C9A:**
Too disruptive to downtown Bellevue streets.

**C11A:**
This impacts so many main thoroughfares – 108th Ave NE, NE 4th St and Main Street – please don't consider this option!

**C14E:**
The beauty of this is it will encourage redevelopment on both sides of I-405. Something worth considering as Bellevue continues to grow.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
C14E appears to be the least practical alternative. It as lower ridership, worse accessibility, more inconvenience and sacrifices long term benefits for short term financial gains. No C14E.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
The at-grade options are unacceptable. Bellevue cannot afford to lose street capacity. Light rail should enhance accessibility; it should not negatively impact auto traffic. Options C9A, C11A and C9T negatively impact neighborhoods south of Main and the businesses on Main. I support option C14E – it has the least negative impact on downtown Bellevue and the adjacent businesses and neighborhoods. It is also the least costly. Some of the savings could be used to enhance accessibility and ridership more deeply into downtown. So what if it takes 15 minutes to walk from the station to work. I work in downtown Seattle and routinely walk 15-20 minutes to client meetings.

Name: Jim Coughlin

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**Please share your comments regarding the East Link Project**
Please drop C14E. Low ridership, less TOD, less accessibility. Not worth it for transit commuters or future Bellevueites. Keep it up, ST.

**C9T:**
Good

**C11A:**
Good

**C14E:**
Bad

Name: Anonymous

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**Please share your comments regarding the East Link Project**
This alternative is that we have a hospital station elevated ¼ of a mile from the hospitals and ½ a mile from Children's Hospital. In addition, the medical doctors and dentists are ¼ of a mile to 1 mile away along 116th Ave. If you work to buy a car then it is a great location for a hospital station. I am being sarcastic. In addition an elevated station is less accessible for the disabled and older adults, especially if the elevator is out of order. Security at an elevated station is a must, especially if it s a hospital station. Lastly any line is going by Lake Bellevue Village will cause noise above allowable current levels and a danger to current wildlife and streams.

**C9T:**
No

**C9A:**
No

**C11A:**
No

**C14E:**
No

Name: Howard Katz

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**Please share your comments regarding the East Link Project**
I'd like to know the cost of a station at I-405 and I-90. I realize that during the scoping process it was decided to not use Factoria Mall as a transit-oriented development and follow the 405 alignment north to Bellevue. However, I think that the alternatives are not taking land use into account enough.

There are so many potential riders at the Factoria Mall – all of South Bellevue including the Eastgate park and ride. Many businesses reside there, and residents who would use mass transit (light rail) to get to work at Overlake or to shop downtown. Why south Bellevue's potential ridership is being ignored is hard for me to understand.

Name: Robin Bentley

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**Please share your comments regarding the East Link Project**
B7 to C14E is the only alignment I can support. Sound Transit manipulation in presentations does now tell the whole truth. C14E includes moving sidewalks not just pedestrian walkways. Sound Transit's refusal to admit key environmental issues connected to B3 is a very serious issue.

Economically B7 makes most sense as played out by all the numbers. By Don Billen's own admission, a variance of 500-2000 riders is insignificant. The difference in ridership numbers is in the "insignificant" 500-2000 to support B7-C14E. No East Main or 108th and Main St stations are necessary.

**C9T:**
The tunnel through downtown Bellevue is the only acceptable choice. Downtown is too narrow to take away roads.

**C9A:**
No alignment on Main Street.

**C11A:**
Bad choice

**C14E:**
Stays in budget. Insignificant difference, not true. ST's own facts prove this.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
What happens to the Sound Transit bus #550 that now follows Bellevue Way? If light rail replaces it, use of public transit for residents of west Bellevue becomes much more difficult because light rail, under any of the proposed routings, is several blocks further East. This is a serious problem for people like us who roll our suitcases to Bellevue Way and now catch the 550 bus for connections to the airport, downtown Seattle, and so forth. The further you route the light rail away from the Bellevue CBD, the less useful it becomes and the more you perpetuate heavy automobile use of the CBD.

Name: David Knibb

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**Please share your comments regarding the East Link Project**
All at-grade alternatives are unacceptable. Impacts to street traffic (delay and accidents and pedestrian/bike) are severe. This is a regional facility – not a local streetcar: traffic on streets will also cause light rail vehicle delay and hazards. Far and away: 1. My recommended alternative is not there – it is tunnel/ cut-cover: Main – 108th – NE 6th. 2. My second choice is C9T – 110th Ave NE Tunnel NE 6th for both 1 and 2. 3.Grade separated ped-bike accommodations for LRT users to access the transit-bus center is essential. 4. B2A (112th approach) is my recommendation! Note: Your "walk times" figure p. 14 are very inaccurate – they do not adequately account for delay waiting to cross the signalized intersections, nor steep grades in some areas!

Name: Dennis Neuzil

**Please share your comments regarding the East Link Project**
None of these plans take into account the distance from the hospital station to the actual hospital and clinics – this distance will be a huge barrier for seniors and people with mobility issues. Any plan considerations for Bellevue should provide ease of transfer to other transit modes and the least walking

distance for those who are frail, elderly and disabled. Please look at station placements with seniors and people with disabilities in mind.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
B7/C14E is my choice. Less sharp curves, no tunnels, no sharing with roads, less traffic impact during construction. Bellevue will grow east making this line through middle of the city before too long.

Name: Lars Saxegaard

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**Please share your comments regarding the East Link Project**
I think this will be great for Bellevue. I am opposed to both the B7 and B7 modified because of this I'm not happy with the C14E which is also too far from more potential users.

**C9T:**
This is my preferred route. Most riders, preserves Main Street, it's worth the money over the life of the project.

**C9A:**
Ok- but the other two are better.

**C11A:**
Most people, good alternative to C9T, integration of transit center and station is good. Problem on Main Street.

**C14E:**
I'm not in favor of this one! Too much walking for riders!

Name: Andrew McCormick

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**Please share your comments regarding the East Link Project**
I would ride the East Link under any of the current proposals. I don't care for the current preferred alternative C4A because it uses two situations depending on which way you want to go and crosses busy NE 8$^{th}$ St in the core of downtown. I prefer C9A. My initial reaction to C14E is that it's quite a ways away from what I would consider the core of downtown Bellevue and connecting buslines, but actually for traffic mitigation, I think it may be the best option. Thanks for allowing this opportunity for input.

**C9T:**
don't care for the higher cost option and I don't care for tunnels. I guess they are safer but it doesn't feel that way to me. I do take the tunnel buses in Seattle and it is much faster.

**C9A:**
My preferred option

**C14E:**
I like this option too. I don't think the 6 extra blocks (even if it's uphill) will make that much of a difference to me, I originally thought too far, but I'm beginning to like this best. Ok, I just saw the pedestrian walkway diagram, and I like this option best.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
A great idea in theory. However, protecting neighborhoods while keeping downtown Bellevue vital must be the ultimate goal, no matter when it is completed. Arguing that it must be completed on time to satisfy the voters is a less than intelligent reason. Currently there are many other issues facing the tri-county voters. Could we push back for a year or too? That way we could have the time to make decisions based on fact and evidence.

Name: Betsy Blackstock, Surrey Downs

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**C9T:**
Too expensive. Cost risks are higher due to tunneling.

**C9A:**
Minimal impacts to city traffic grid, only 4th and Main Street have impacts. Easiest and quickest to construct. Close to jobs and shopping and transit center.

**C11A:**
More central/better access to businesses and shops. More disruption to city street grid.

**C14E:**
1. Too far from downtown 2. Verify column sizes at I-405 median w/WSDOT. HOT lane and Master Plan limits WSDOT flexibility for Master plan SPUI at NE 8th. 4. Longer walk/pedestrian access to shops and businesses. 5. Cost estimate for I-405 crossing needs validation. 6. High water-table along 112th will affect foundation construction.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
Very happy with the B3 route that runs the length of 112th to Main. Also would very much like to see a station at SE 8th. Please do not run thru Mercer Slough – B7 is a horrible option from an environmental point of view. I hope ST will not be bullied by Surrey Downs or the developers on the Bellevue City Council and instead hold firm to B3 and C9T options. Those are the best options serving the greatest number of riders/citizens, and most viable for the future. Save B7 for north/south commuter rail! Light rail should not suffer because of the bad Bellevue drivers who run red lights and clog intersections – the tunnel is the best option. I would support a new Bellevue tax to pay the difference in cost because it's the RIGHT solution!

**C9T:**
A tunnel is the best alternative for Bellevue and light rail users. Prefer alternative that goes down 112th w/station @ SE 8th – skip the Main St station.

**C9A:**
Too much impact to traffic – Bellevue drivers are terrible and will cause many delays by running red lights and blocking intersections .

**C11A:**
Same comments as C9A – too at risk by bad Bellevue drivers! Just watch 112th and NE 8th in the morning…

**C14E:**
The worst possible option of all – it doesn't serve the DT core and is NOT ADA friendly. How would an elderly passenger get to their destination up and over the hill? Plus it serves 0 residents!

Name: Anonymous

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**Please share your comments regarding the East Link Project**
C9T and preferred alignment behind Bellevue Club – seems to have less impact on neighborhoods. C9T option on 112th with station at SE 8th: I have concerns about bicycle access on 112th. I currently bike on 112th to SE 6th. Concerned. Really like C11A –two stations in downtown, use of existing BTC, elimination of J-walking in BTC are all great. I have concerns about bicycle access on 108th – be sure to give us some path through 108th or 110th. I like that it doesn't cross NE 8th at grade. I don't like C14E: 3 grade changes from platform to downtown Bellevue. This would be a pain for cyclists who would need to use 3 elevators at this station or brave stairs with cleats. Also: I can't imagine walking from this station to anywhere I go in Bellevue. Pedestrian access is horrible.

**C9T:**
Full grade separation would be great! Can we afford it? Still don't see value of East Main.

**C9A:**
Don't see use of East Main station. Not dense, no TOD potential.

**C11A:**
Favorite option. Like having two stations downtown. Prefer alignment to east of Bellevue Club.

**C14E:**
Horrible pedestrian access. Horrible for cyclists. Maybe good for East Bellevue/Redmond folds since it would cut time off trip.

Name: Anonymous

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**Please share your comments regarding the East Link Project**
Nice job setting up information of the various options. I must ask the question? How much study has been done of the other transit systems that exist in international urban areas. (Tokyo, London, Frankfurt,etc). Maybe it is time to look outside the box. I must ask – has ridership vs. speed been looked at deeply enough? Why would we ride the transit line knowing that it is stopping every 3 blocks? 200 million dollars for a station to not walk 3 more blocks? And why a park and ride on Main so close to an area that is already congested? Wouldn't it be better to put increase capacity of park and ride on Bellevue way at existing facility?

**C14E:**
Best alterantive. Faster travel time, which will increase ridership. Least impact on existing residences. Less cost!

Name: KC DochterManh

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**Please share your comments regarding the East Link Project**
I place a high value on getting into both work and retail locations of downtown Bellevue. This prioritizes getting the line as far west as possible into downtown. The ideal would be as far west as 104th or 1-6th. Therefore 108th is better than 110th. Factor in cost. Something si better than nothing. At-grade on 110th will work and minimize traffic impact. The Main St. station on C11A is very attractive to access Bellevue

High and Old Main! B3 (easterly route) is just fine and ought not enrage Surrey Downs like resurrecting B2. (It just gives them more to scream about).

Name: Anonymous

# Appendix C:

# Email Comments

All comments in this section represent comments received by email between February 18 and March 12, 2010.

**From:** Howard Katz
**Sent:** Wednesday, February 10, 2010 4:38 PM
**To:** Kuciemba, Katie
**Subject:** Bellevue Network on Aging Presentation To The Bellevue City Council

Dear Katie Kuciemba,

The presentation below was made by Berta Seltzer, a BNOA member before the Bellevue City Council, at their meeting at Bellevue City Hall, on Monday February 8th 2010.

You will note in item 2, that we were also letting the council know about access to the large number of Doctors and Dentists on 116th and 112th Avenues. In fact, you have to walk about .4 of a mile, first downhill, and then uphill from the proposed Whole Foods station, to get to the very first medical offices on 116th Avenue, and it is a mile from the Whole Foods proposed station walking first west and then north, until you reach the last medical facility on 116th Avenue.

The Bellevue Senior Advisory Board at the North Bellevue Community Center (Senior Center) endorses the recommendations of the Bellevue Network On Aging, as to where a Hospital Station should be located

The presentation is the official position of a Bellevue City board and was passed unanimously at our meeting last Thursday, which unfortunately you were unable to attend.

Howard Katz

Member Bellevue Network On Aging and
VP Bellevue Senior Advisory Board

Bellevue Network on Aging
Sound Transit Talking Points - 2010

1. A station should be located on or about NE 10th St. so that people with limited mobility can more easily access healthcare facilities such as Overlake Hospital, Group Health and Children's Hospital.

2. Additional stations should be located in proximity to medical facilities such as those situated along 116th Ave. N.E. and 112th Ave. N.E. to improve accessibility to healthcare services.

3. Sound Transit stations should be at "grade level" making them accessible for people with limited mobility such as those who use wheelchairs, walkers and canes and those with limited physical stamina.

4. Elevated platforms make it more difficult for those with limited mobility to negotiate. Therefore, elevated stations should be avoided whenever possible.

5. Sound Transit should be mindful that stations located on hills present a significant obstacle for people with limited mobility. Therefore, planners should avoid stations on hills whenever possible in order to ensure accessibility.

6. Stations should be located in a way that promotes ease of connection from other mass transit options such as bus stops and transit centers.

7. Since Bellevue has the highest percentage of people age 65 and older in King County, the needs of older people should be a transit priority within the City of Bellevue.

8. Statistics show that Bellevue's population of people age 65 and older is rising. The 2000 Census found

that Bellevue's population was comprised of 13.4% of residents who were age 65 and older. In the 2006-2008 American Communities Survey, residents age 65 and older rose to 14.4% of Bellevue's entire population.

9. Original plans for Sound Transit acknowledged the special needs of older adults and those with limited mobility. Sound Transit should continue to maintain this focus.

**From:** Hans and Patti
**Sent:** Friday, February 19, 2010 9:49 PM
**To:** Kuciemba, Katie
**Subject:** Downtown Bellevue Open house 02/18/10 - Comments

Key fundamental elements:

- Light rail is a public transportation *system*, not merely a *line* between point A and point B
- The system is part of a *regional transportation infrastructure* that emphasizes *mobility*
- The system is *dynamic* and evolves over time to meet the needs of the population and the economy. It is therefore *not one project* with a beginning and an end, but a *never-ending process* where the "end" station one day - later becomes the starting point for an extension.
- The success of a public transportation system depends on:
    - Efficiency and throughput – how long does it take for a commuter to travel from home to final destination and back, and how many commuters can the system carry at peak hours
    - Convenience and dependability of schedules
    - Ease of access – whether the commuter walks [most people are quite capable of walking 10 minutes], bikes, drives or transfers from other means of public transportation
    - Value – a combination of cost and time – relative to using personal car as a solo driver
    - Safety

- Efficiency and throughput are directly affected by a) the frequencies of stops, b) speed of travel and c) choice of rail track locations relative to target population centers. Optimizing these factors requires very careful trade-offs between speed of travel and convenience of access.
- Therefore, each stop becomes a hub of a local system of feeder buses, Park&Ride, bicycle lanes, walking paths to serve the surrounding community [except in large downtown cores].

- Therefore, light rail tracks must be separated from streets to avoid the congestion [current or future] it is supposed to alleviate. Tracks must be either elevated, placed in tunnels, or if at grade – be completely separated from streets. Street and road capacity must be left to movement of goods, and to members of the public, whose commuting patterns and/or work schedules cannot be efficiently served by public transportation.

- Therefore, all schedules and fares across the system must be coordinated to facilitate ease of transfers between different means of transportation – light rail, train, ferry, express buss and feeder buss services.

    - Each local community and neighborhood will voice its own narrow definition of system requirements, needs and desires. From a system's stand point these are frequently completely at odds with the greater objectives listed above. Sound Transit is the *only agency* that can maintain focus on the larger picture.

- Light rail must ultimately cross both I-90 and SR-520 and thereby provide an “inner” circle that serves the city centers of Seattle and Bellevue very well, and makes light rail the preferred means of transportation for trips between these two urban centers.
- Light rail should have an “outer” circle that connects the urban centers around Lake Washington [Seattle, Tukwila, Renton, Bellevue, Kirkland, Bothell, Kenmore, Lake City Way, Seattle]
- From the “outer” circle extensions can reach out to surrounding cities, like West Seattle, Federal Way, Issaquah, Redmond, Woodinville, Lynnwood, Ballard, etc.
- The light rail system will serve as the backbone of the regional transportation system, augmented by the rail line from Tacoma to Everett and the Puget Sound ferry system. This grand three-part system will provide true regional mobility.
- It will cost a boatload of money to develop, but it is the only way we can combine a vibrant economic region with sustainable growth and a quality of life that people of the region wants. If we do not invest the necessary money in time, we will loose it all. This calls for multiple concurrent development projects, rather than the current almost sequential project approach in order to have the basic system in place by 2020. Yes, we have started, but we are so far behind in providing what the region needs.

Specific comments to the proposed eastside light rail line and station options:

- The light rail line running across I-90 must stop at South Bellevue Park& Ride. This is a major connection point for commuters originating in the local community, as well as commuters using the I-90 corridor east and commuters living in Newcastle.
- The line should go north along Bellevue Way and follow 112th Ave NE with a stop near SE 8th St, which will serve the south Bellevue business district and the justice center. Avoid the Bellevue wetlands and slough. Maintain connectivity to future line south along the east side of Lake Washington to Renton and Tukwila.
- The line should continue north along 112th Ave NE and go in a tunnel with a below grade station underneath Bellevue Transit Center on 110th Ave NE. Mr. Kemper Freeman can fund a shuttle bus service to his Bellevue Square.
- The line should proceed north and cross I-405 at grade with a station near Overlake and Group Health hospitals, and also serve north Bellevue business district. Maintain connectivity to a future line west along the SR-520 corridor and north to Kirkland and Bothell.
- The line should proceed east with one station in the projected redeveloped area between BelRed Rd and SR-520, and then onwards to Overlake Transit Center, from where shuttle bus service can reach the Microsoft campus and other area businesses, as well as Overlake shopping district. Next stop would be Redmond.

Thank you for the opportunity to comment on the Concept Design Report. I appreciate Sound Transit’s continuing effort to reach out to the affected communities.

Sincerely

Hans Gundersen
Redmond

**From:** Grace Hsieh [mailto:wawa980@comcast.net]
**Sent:** Monday, February 22, 2010 8:32 AM
**To:** eastlink- mailbox shared,
**Subject:** Downtown Bellevue Open House - Comment Form

To Whom it may concern:

Please share your comments regarding the East Link Project:

The East Link Project is a good idea to start with. It is however that Sound Transit needs to design the BEST option out there regardless of cost and funding. If you want to design and develop a massive transportation system, you need to get it right the first time. If the design is flawed, there is no second chance. Environmental impact, neighborhood impact, street and traffic impact, ridership, convenience, security issues, all should be looked into. It is generally agreed that a tunnel would serve the public better for the Downtown Bellevue area because it does NOT impact the traffic on the road and and has the highest system-wide ridership. The tunnel option has 100% support from the City of Bellevue, who will HOST and give permits to the construction of the East Link in Bellevue. The tunnel option also has the shortest travel time in Segment C, other than the C14E. If funding is a problem now, then don't build it until there is enough funding. What is the rush? Is it because there is a 'deadline" to meet?

The At-Grade options will simply kill the traffic in Downtown Bellevue. Wasn't there an accident involved with an At-Grace Light Rail train in Seattle a while back? When everything is at-grade, you are asking for trouble. If the train breaks down in the middle of the road, we are asking for traffic problem. If an accident happens on the road, as to what had happened in Seattle with Light Rail, traffic would also be affected. Downtown Bellevue does NOT deserve any train tracks running on its streets. It is not San Francisco nor Portland, nor it is Seattle.

Please put aside politics and let's all think for the people in Bellevue. Let's put aside the financial barriers now and design something that's the best for the people and for the future. If there is not enough funding for the a tunnel now, wait until there is before the project can start. What is the rush??

Best, Grace Hsieh

**From:** wgeegh@eskimo.com [mailto:wgeegh@eskimo.com]
**Sent:** Sunday, February 21, 2010 6:19 PM
**To:** Kuciemba, Katie
**Subject:** Feb. 18 Open House

Dear Sound Transit,

At the Feb. 18 Open House, I spoke to Sue Comis and several others who said that the DEIS preferred alternative was still being considered. But it was only briefly mentioned in the Concept Design Report, and was not included in any of the comparison tables. I know the main intent was to explain the new alternatives, but it is a heavy burden to require the public to refer back to the DEIS in order to evaluate all the current alternatives (and the tables are not quite the same).

I also spoke to Bernard van de Kamp about including a range of ridership estimates along with a few of the key assumptions. This could easily be overload, but I don't think the public is fully aware of how variable a single number really is. For example, a change in attitude toward commuting in the next 20 years would have a dramatic effect on ridership.

Following are very important features of the DEIS preferred alternative which should be in all other serious alternatives:

There will be high demand for the P&R near 112th SE and Main, as shown by the current excess demand at S. Bellevue P&R. Many AM vehicles originate North, East and West going to Seattle via 112th, and this is a large group of potential riders.

The downtown Transit Center is essential, and the surface route allows easier rider access and is much less expensive than a tunnel. Also it has minimal traffic impact, especially considering the number of drivers who will become riders.

I favor the routing up to 12th St. rather than 6th, especially if there is a pedestrian only station near the library to serve the many new residences there. Also, use an at-grade crossing of I-405 on the existing

roadway for cost savings. Or go to 10th, and use the new 10th St. super-bridge with a station between the hospitals.

AND NOW WE COME TO THE CRUX of my concerns: The 112th SE at-grade alternative is back (note that page 67 says 112th NE instead of SE). Although I'm directly impacted, I must admit that it does make good economic and environmental sense.

So, since several new alternatives have been added, and since the 112th at-grade is back on the table, it seems only fair to reconsider Bellevue Way. But this time analyze an At-Grade alternative all the way up Bellevue Way to the "pedestrian corridor" and then to the Transit Center.

The DEIS Executive Summary, page ES-14, shows zero noise impact after mitigation for B2A or B2E on 112th, so the same mitigation on Bellevue Way answers that possible concern. The entire at-grade route may even be less expensive than the B2A and C4A, since in fact the DEIS shows the B1 Bellevue Way portion is $80 to $130 million less than the 112th B2 portions.

Look at a map and you will see only two routes to downtown: Bellevue Way and 112th. Any route to the east that avoids downtown is absurd. The 112th alternatives have been extensively studied. But the Bellevue Way downtown surface route apparently hasn't been studied at all! Just because a few people may oppose light rail, an analysis of this obvious alternative is absolutely necessary. Light rail is too important a decision for the future of Bellevue transportation not to include all reasonable alternatives for evaluation by the public.

Notice that there is only 1 turn on the Bellevue Way route. And there are significantly more residents within easy walking distance of that route than along 112th. I suggest 2 or 3 passenger only stations to serve residents along Bellevue Way with a large P&R at Main (the SW corner block is currently vacant) and perhaps a Bellevue Square station. There is surely plenty of room to share with pedestrians in the pedestrian corridor, and there would be less traffic encountered in downtown. Employee access would be the same as other alternatives at the Transit Center.

Finally, a few general objectives and priorities:

- As many people as possible should be within easy walking distance of a station. Access convenience is a major factor in attracting new riders. A few minutes of travel time, more or less, is much less important, since riders will be reading, working, e-mailing, etc. on the trip.
- A well designed transit feeder system should serve major stations.
- Light rail, transit, and other vehicles should all be integrated together into a well planned total transportation system.
- Some Bellevue intersections are near gridlock now. Public transit is their only cost effective hope.

Wilson Geegh

**From**: Bob Bengford
**Sent:** Thursday, February 18, 2010 8:08 AM
**To:** RTA Main Mailbox
**Subject**: Eastlink routing/station comments

To:
Mayor Don Davidson
Executive Aaron Reardon, Sound Transit Board Chair

Dear Mayor Davidson and Executive Reardon:

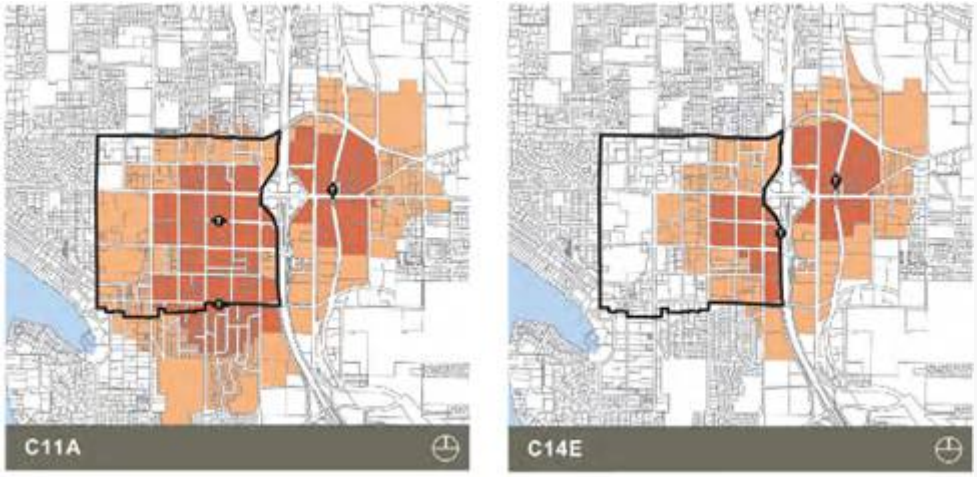
I am unable to attend the Bellevue Open House this afternoon, but I've been following the planning efforts and I would like to share my thoughts with Bellevue's City Council and Sound Transit's Board:

First of all – my wife and I live in the Enatai neighborhood and are within very close walking distance of the South Bellevue Park and Ride. We moved here five years ago precisely because the area has such great access to downtown Seattle and Bellevue. At that time we both worked in Seattle and used Sound Transit's 550 bus nearly every day. It served as a bonus that we found a house so close to the park and ride – and that the City had the foresight to reserve a 10' wide easement at the end of our cul-de-sac. This eventually allowed for the construction of a stairway four years ago to dramatically improve our neighborhood's access to the park and ride, and thus, great transit access. Many of our neighbors now pass our house every day on their way to and from the park and ride. I was aware at the time we moved into the neighborhood that the park and ride was on the projected alignment for Sound Transit's future east link line in Phase 2 – which was another important factor to me. Typically, I take the 550 downtown half the time and bike the I-90 bridge the other half. My wife now works in downtown Bellevue, so she can take the 550 (and hopefully, light rail in the future) in the opposite direction.

South Bellevue Routes.
I was relieved to see that Bellevue's City Council continues to endorse an east-link station at South Bellevue Park and Ride – rather than the B7 route which would have eliminated our neighborhood's light rail access entirely and projected much lower ridership. However, I was disappointed by the recommendation to study a modified B7 alignment that would cut through the heart of Mercer Slough Park and directly over the trail. I frequently jog through the park from my house and feel the modified B7 plan would be needlessly destructive to the park. I am in support of the Council's February 2009 recommendations for the modified B3 route via Bellevue Way/112$^{th}$ – particularly with the tracks on the east side of these very busy streets, and set below the grade of the street. Efforts should be taken to mitigate noise and visual impacts, minimize tree loss, and provide wetland mitigation/enhancement along this route. While I value the Winters' House – I anticipate there's an opportunity to relocate the structure in a sensitive manner nearby. Based on my review of the proposed routes, EIS, and my familiarity of the area, the benefits/drawbacks of the modified B3 far outweigh those of B7 – most notably in ridership numbers, traffic impacts and environmental impacts – plus I believe the "level" of negative impacts to residents along the B7 route would probably be much greater to those residents west of Bellevue Way/112$^{th}$ along the B3 route – due to number of residences in such close proximity to the route.

As a side note, residents along the Bellevue Way corridor between 112$^{th}$ and Main Street will be heavily impacted by the removal of the 550 route once light rail is in place. Options should be considered to mitigate their loss of transit access for residents in that area.

Downtown Routes.
As a Bellevue resident, frequent downtown visitor, and urban designer, I have a strong interest in the route downtown as well. My recommendation is to choose a route that produces the best long term ridership numbers, provides the best walkable access to downtown residents, office workers, and shoppers, maximizes future transit-oriented development opportunities, and minimizes negative visual/noise impacts. While I had been preferring the tunnel options, I find the surface routes far preferable to an aerial route (primarily due to impacts to the streetscape and surrounding uses) despite the traffic impacts. However, as new routing options have evolved – I find the new C11A surface route to be the most attractive. Its two downtown stations provide excellent walk-shed coverage downtown and provide the opportunity to use the current transit station site. As with the Max Line in Portland, I think a surface route can be well integrated into the streetscape environment. The surface route also provides strong visibility AND accessibility to the light rail system. The reduced cost, of course, brings some benefits. Regarding the "Vision Line", Sound Transit's new report (see walk-shed maps below) makes it quite clear that this elevated route adjacent to I-405 is not a good long term investment for the City of Bellevue, Sound Transit, and the residents of the region.




C11A 5 and 10 minute walk-sheds versus C14E.

Thank you,
Bob Bengford

**From:** L. Joan Devraun
**Sent:** Friday, February 19, 2010 4:16 PM
**To:** Kuciemba, Katie; *Board Administration;
**Subject:** Public comment on Sound Transit options (Bellevue public meeting of 18-Feb-2010)

Dear Katie and Sound Transit Board Members,

Please do not fund studies of the C14E option: the segment is not practical and does not best serve ridership in Bellevue. The current Bellevue City Council and their proposals represent neither Bellevue residents, nor the public interest. Regarding the options presented at yesterday's public meeting, The Stranger hit the nail on the head:

TRANSPORTATION **Want to Know More About the Impractical Light Route to Bellevue?**

*posted by* UNPAID INTERN *on* THU, FEB 18, 2010 *at* 12:50 PM

*Posted by Sarah Anne Lloyd*

Earlier this month, Sound Transit **released a report** on four proposed light-rail alignments for Downtown Bellevue—including the impractical **Vision Line**, which would have lower ridership but has the backing of developers and elected officials supported by developers.

Got something to say? Want to check out the other, far more logical alternatives that will also be presented at the meeting? Sound Transit will be hosting an **open house** today at Bellevue City Hall (**map**) from 4:00 to 7:00 p.m.

Since Kemper Freeman backed candidates in the Bellevue City Council elections in November (a matter of public record), the quality of proposals has declined, with:

- A *very* expensive so-called Vision Line [sic]
- The reemergence of B7 which of the original B proposals had the most expensive construction costs, least ridership (i.e. least revenue), and greatest environmental impact
- The introduction of the B7 Modified which runs straight through a pristine wildlife area, and *still* doesn't serve the downtown

The B7 Modified option was proposed without any kind of public input or consultation with neighbors living in the Mercer Slough and Enatai neighborhoods. Why are our voices not being heard? Are some "more equal" than others in Bellevue?

A source of huge insult to Bellevue residents is the spurious aspersion by Kevin Wallace and his kind that approximately 1000 of us do not exist. Really? Does this mean we can stop paying our mortgages and taxes? On satellite images and street maps I can see the homes of the community I am a part of. If we don't exist, then how is it that we could found the Mercer Slough Neighborhood Association to stand up to developer-backed council whose only interests they have in mind are their own?

These interests on the Bellevue City Council have used public resources, in the form of the City of Bellevue Web site, to spread misinformation that the community I live it does not actually exist! Not surprisingly the Bellevue City Council has become known variously among residents as "The Gong Show", and "The Land of Oz".

It's time to shine some light on the misguided private interests that have resulted in proposals that do not make sense. For example, how is it that a Bellevue City Councilor whose family reportedly owns approximately $50 million dollars in real estate along the rail line (B3) that he can vote against (source: Publicola), without being rescued from that vote!?

It's also time bring democracy to Bellevue, and shine some light on members of the Bellevue City Council who are running Bellevue like it's still their private feudal kingdom. The Bellevue of today that I live in more closely resembles san Francisco in the composition of its populace than it does to the Bellevue of 25 plus years ago. Yet modern practices of good local government lag behind the times: despite owning a

home in Bellevue, working here, and being a Bellevue resident in every way, I am not represented by this new city council. That is due to the conspicuous absence of a local ethics law, a gaping loophole that some self-interested parties have taken advantage of.

We the residents of Bellevue need the introduction of an ethics law. Kevin Wallace and his ilk do not represent Bellevue residents, and their actions since being elected are contrary to good government. If the City of Bellevue does not voluntary adopt an ethics law, there needs to be a recall campaign as a matter of public service. Here are the reasons why:

Current problems on 118th Ave SE

Were a station to be build where the existing Wilburton Park and Ride, as proposed by B7, traffic on 118th Ave SE could not be mitigated. Indeed, the city cannot mitigate *current* traffic problems on 118th Ave SE, and the impacts on various stakeholders.

118th Ave SE is a major cycle route between Seattle and Bellevue (cycling is a form of transit too), but my bikes (a Marin commuter hybrid and Lightspeed Firenze titanium-frame road bike) are hanging in my garage unused because it is *unsafe* for cyclists on 118th Ave SE.

It's also unsafe for use by:

- School children (the Mercer Slough Environmental Interpretation Center with the Pacific Science Center host up to 150 children visitors per day)
- Pedestrians (joggers and dog walkers)
- Residents (because we respect the speed limit we are frequent victims of road rage)
- Wildlife (because there is no wall between the wildlife area and 118th, the wildlife wanders onto the street, and the amount of road kill caused by speeding traffic is ridiculous)

Here is the list of wildlife and road kill we've seen along our stretch of 118th Ave SE that runs along Mercer Slough: deer, owls, coyotes, rabbits, a cougar – yes, a cougar, and many, many bird species. And then there are we beleaguered residents. Common problems that we experience on a daily basis are as follows:

- Drag Racers
  There is a racing contingent out there that is using hidden-out-of-the-public-view 118th Ave SE as a favored speed racing track (we are awoken in my home every time this happens). The problem gets much worse in spring and summer, just in time for the arrival of a season of cyclists.

- Aggressive driving
  Those who drive the speed limit are tail gated and honked at. When we signal to turn into *our homes* we are honked at. There is also passing on this single carriageway, no-passing street, and attempted passing. Some vehicles (including the Access disabled transport buses) have to pull over to the side of the road, and thereby block the cycle lane, just to stop the tail gating.

- Heavy industrial vehicles
  Every night when I'm trying to go to sleep there are heavy industrial vehicles zooming past with considerable velocity. These vehicles, which are not making deliveries at midnight, are driving like weapons along 118th Ave SE because there are no structural deterrents to them doing so, and because they can drive faster on hidden-out-of-the-public-view 118th Ave SE than they can on I-405 (Note: In their defense the police cannot sit on one street 24/7. It's City of Bellevue Engineering that has a job to do here).

The wildlife don't have a chance, but what about we residents? Why aren't our voices being heard?

Transit

Light rail needs to serve the neighborhoods of Bellevue, and to do so it needs to serve the downtown. It is an asset to our community and will give residents new transportation options. There is no point of building a major transit system if it does not serve the most number of jobs and residents. Light rail should serve the most number of transit users and the B3 alignment accomplishes that purpose.

According to your joint report 99% of jobs (79,000) and 92% of residents (19,000) will be within a 10 minute walk of light rail if the downtown option C11A is chosen. If the Vision Line (which is an extension of the B7 alignment) is chosen, only 79% of jobs and 46% of residents will be within a 10 minute walk. We must choose the option that connects the most number of people and jobs if Bellevue is to remain economically competitive and the vibrant city that we all love so much.

Have you been watching the Olympics?

Without the TransLink Skytrain system Vancouver could not have hosted the Olympics. TransLink created rail lines that went to stations located at "destinations" where there is much pedestrian traffic, and that people needed to go:

- Granville (downtown shopping centers)
- Burrard (downtown business district)
- Stadium (BC Place for Canucks hockey games, and other huge events)
- Commercial Drive (a vibrant area of restaurants, culture, and pedestrian street traffic)
- Burnaby Metrotown (a huge consortium of shopping malls)
- Waterfront (Seabus connection to North Vancouver Seafront Market (like Pike Place), Transit station, etc.)

Hence, with the result drivers thus had ample motivation to get out of their cars and take transit instead. Significantly, none of these factors apply the B7 or B7 modified alignments, and for those reasons B7/B7 modified are "anti-transit" options.

If you have not seen it already, please see Dan Berrtolet's article, Rule#1: Don't Put a Light Rail Station Next to a Freeway.

Environment

The Mercer Slough Nature Park is beloved by the community as a pristine natural space for families to enjoy and recreate. This 320-acre wetland is home to more than 100 bird species and several dozen mammal species.

To quote Andrew McCormick of Eastside Audubon (full press release attached):

> The Mercer Slough, according to the city's own Web site, "is Lake Washington's largest remaining wetland. Containing hundreds of plant species and an abundance of water resources, the park provides diverse habitat for over 170 species of wildlife." Included among these species are migrating Yellow Warblers, Warbling Vireos and Western Tanagers, and resident Rufous Hummingbirds, a threatened species in North America.

Construction and operation of light rail through this pristine habitat will cause serious harm to the environment. We should not be locating a major transit line through a nature park. We should be locating it where transit riders will use it. This option is B3, not B7 (or B7 modified).

Costs

This is not about “protecting single family neighborhoods” vs. protecting the slough. This is about situating transit where it is needed the most and making the most of a large tax-payer investment.

Bellevue City council has already picked a preferred alternative – B3. This decision was made a year ago and no new ridership or environmental data has emerged since then that requires a reconsideration of this alternative. Tax dollars have already been spent to study this alternative and move forward with planning. In this tough economic environment, it is wasteful for the council to continue to spend tax dollars despite a decision being reached. Planning decisions should not be politically motivated. They should be based on sound planning and evaluation criteria as well as public benefit. Benefit to a single neighborhood should not trump the city’s long term interests. And as a Bellevue resident I can confirm the fact that we’re choking in traffic.

The Path Forward

The proper path forward is as follows:

- Adopt B3 or B3 modified to access the Bellevue downtown where there is:
    - Demand for access to Bellevue Square, Lincoln Center, Galleria, the movie cinemas, restaurants, and so forth
    - Existing pedestrian traffic in need of transportation
      Ample motivation for drivers to get out of their cars – and thereby reduce the traffic problem
- Stay out of the Mercer Slough wetlands
- Remove the old rail tracks in the *very* narrow corridor between the condominiums and the 405, and convert the old rail corridor into a cycle path, a recommendation long advocated by the Cascade Cycle Club
- Address with engineering amendments the already considerable existing problems along 118th Ave SE to make it safer for residents, wildlife and recreational users such as cyclists:
    - Add stop signs at the entrances of Regent Park and Mercer Park Condominiums to make it safer for residents, and slow down egregiously speeding traffic
    - Make a section of 118th into a School Zone beside Brookshire Condominiums, and the newly erected Mercer Slough Environmental Interpretation Center (host with the Pacific Science Center of up to 150 children visitors per day)
    - Add a pedestrian bridge over 118th Ave SE to prevent huge industrial vehicles (which aren’t allowed on this road by law) from being driven like weapons
      Increase police speed and DUI traps, particularly in the early hours of the morning

Thank you for your time, and attention to this matter.

Thanks! L. Joan Devraun (ljdevr)

**From:** Brian OConnell
**Sent:** Thursday, February 04, 2010 4:11 PM
**Subject**: Vision Line

Dear Sound Transit Board,

I am writing to you as a resident and board member of the Mercer Slough Neighborhood Association in Bellevue. I won't mix words and simply state that we the residents of the Mercer Slough Neighborhood Association are adamantly against the Bellevue City Council proposed, "Vision Line".

I am sure that you are aware of Section 4(f) of the National Transportation Act of 1966, which states, "that the Federal Highway Administration (FHWA) and other DOT agencies cannot approve the use of land

from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:

- There is no feasible and prudent alternative to the use of land.
- The action includes all possible planning to minimize harm to the property resulting from use.

We believe this eliminates the "Vision Line" because there is another feasible and prudent alternative (the side-running B-3) AND needing, "all possible planning to minimize harm to the property resulting from use" will most likely drive the cost of the Vision Line far above any other South Bellevue Alternative.

Here is a link for the complete document.

http://www.environment.fhwa.dot.gov/4f/index.asp

Additionally, the Eastside Audubon Society has publicly their opposition of the line too (press release attached).

We agree with the City Council that the South Bellevue P&R MUST be a destination of the East Link line as it is the largest P&R anywhere along the East Link line (contributing to increased ridership), which is why we fully support the side-running B-3 alternative.

Many residents of the Mercer Slough Neighborhood chose this location because of its proximity to nature. We have already been dealt a "Raw Deal" when the Southbound I-405 expansion occurred on the west side of the freeway, and not into the median (east side of the freeway) as originally planned. Ironically, the residents of the Mercer Slough Neighborhood learned of the revised plan for the I-405 expansion as the freeway construction progressed, not prior to construction.

Finally, the B-7 or the proposed "Vision Line" will create the closest passage to any home on the entire East Link line and further impact homeowners that have already been severely impacted on our eastern property lines.

Thank you for your time and consideration,

Brian O'Connell

Vice President, Brookshire Condominiums BOD

BOD, Mercer Slough Neighborhood Association

**From:** David J Kotker

Dear Council Members,
Judging by the number of emails I've received in the past few days you've opened Pandora's Box by proposing routing light rail through Mercer Slough. I agree with the intent to keep light rail away from neighborhoods and mitigate the impact on downtown traffic. I don't agree with any of your recent proposed routings, because they all have significant shortcomings. They effectively bypass the downtown business core, and what is fast becoming one of Bellevue's largest residential neighborhoods. The population density in the downtown neighborhood will far exceed any other Bellevue neighborhood and will almost certainly support the largest light rail ridership in Bellevue. Since you've reopened the issue I am proposing a light rail route as follows: (1) Cross I-90 to Bellevue Way and stop at the South Bellevue park and ride (2) Descend into a tunnel under Bellevue Way SE north bound to a station at Main Street (the tunnel might be an over and under configuration cut and covered beneath the center lane)
(3) Continue under Bellevue Way NE to a station at the Museum and then eastbound to the transit center and across I-405 at Ne 6th St to the hospital district and Bel Red Rd This routing mitigates permanent

negative impacts on neighborhoods, downtown businesses, traffic flow and environmental sensitive areas and best serves downtown. It will be well worth the extra cost and effort involved in the tunneling.

Sincerely,
David J. Kotker

**From**: Jeff Hirsch
**Sent:** Monday, February 08, 2010 11:16 AM
**Subject:** Light rail in downtown Bellevue

February 8, 2010

Dear Sound Transit Board of Directors,

I am writing to ask you to support a light rail alignment in downtown Bellevue that doesn't involve Main Street and will not have a negative impact on the Surrey Downs neighborhood and the professional offices on the south side of Main Street.

I have spoken with many people over the past few weeks who share my belief that the C-14 alignment or the Vision Line Concept is the best route. Main Street is a very busy arterial and should not be compromised by light rail construction or design.

Even if a route is selected that uses 110th Ave., please consider entering that route via NE 2nd Street to avoid impacting Surrey Downs and the confiscation of private properties along Main Street. Presently NE 2nd Street is a lightly traveled road (between 110th and 112th Ave.) and could be utilized for the light rail design with very low impact on traffic and private property.

The Vision Line is a light rail alignment through Bellevue that protects Bellevue's homes, businesses and roads. The City of Bellevue and Sound Transit can use the Vision Line concept to design a light rail segment within our budget in a manner that protects the character and quality of our single family neighborhoods, keeps our arterial roads flowing and keeps our downtown accessible to residents, retailers, professionals and businesses.

Sincerely,
Jeffrey A. Hirsch, D.M.D.

**From:** Dwight Schrag
**Sent:** Wednesday, February 10, 2010 2:37 PM
**To**: Comis, Sue; Kuciemba, Katie
**Cc:** Bernard van de Kamp
**Subject:** Bellevue Downtown East Link Concept Design Report

Dear Sue and Katie,

We received our public open house notification. Also, we were able to review ST's Concept Design Report on-line.

This is a good approach for comparisons. The concept views were very helpful. Thanks to ST and City of Bellevue for extra evaluations and analyses. Hopefully, you will get much useful comment on this lengthy report.

We'll be there to provide suggestions during the Public Open House.

Two inputs for now:

1- Recommendations we will offer for C14E may resolve many ridership, access and cost issues. It's also important to eliminate the "circus tent" and moving walkway problems. We have potential solutions to recommend ("Enhanced Vision") to address the problems.

2 - Over $75 million can be saved from C9T costs by moving the East Link passenger terminal from underground to partially at-grade onto NE 6th Street (East of 110th) adjacent to bus terminal. If ST adds the $100 million cost savings of the 112th routing suggested for B-Route alternative, the C9T becomes viable for similar cost compared to original downtown preferred route budget.

We appreciate all your good work to deal with residents and business East Link issues downtown.

Best regards, Dwight & Mary Schrag

**From:** Joe Burcar
**Sent**: Wednesday, February 10, 2010 9:47 PM
**To:** *Board Administration; Kuciemba, Katie
**Subject:** Eastlink - 2/11/2010 Meeting w/Bellvue City Council

Attention: Sound Transit Board of Directors

As a resident of the City of Bellevue, I want to ensure the Sound Transit Board is perfectly aware that I do not support the Bellevue City Council's arbitrary promotion of a new ("Vision Line") *Eastlink* alternative. This action of the Bellevue Council is independent of any true citizen support as well as inconsistent with the NEPA/SEPA public process. I strongly encourage the Sound Transit Board to reject any consideration of new *Eastlink* design options beyond the perimeters of the *May 2009 Eastlink Preferred Alternative*.

As you know, voter approval of Proposition 1 in 2008, entrusted Sound Transit to design and build a regional transportation network including light rail expansion from downtown Seattle to the major eastside population centers of Bellevue and Redmond. This mandate is intended to benefit riders throughout this region, for which minority political views/actions within a segment of the City of Bellevue should not be allowed to threaten or stall transit benefits to the rest of this region. The *Eastlink* planning process has followed (if not exceeded) established public involvement process including project scoping, and consideration of a range of alternatives and identification of a preferred alternative. All of these steps have been completed within the spirit of Environmental and Regional Growth Management requirements based on objective supporting analysis.

Despite Sound Transit's commitment to transparency and integrity of public process, certain members of the Bellevue City Council somehow believe they are not subject to past decisions, nor do they appear to be accountable to due process as they attempt to arbitrarily reverse past decisions independent of the broad interests of their constituents. The Sound Transit Board should not allow this politically motivated attempt at a 'second-bite-of-the-apple' to flaw the *Eastlink* planning process. Imagine what precedent would follow this individual attempt to influence such an important regional transportation project.

Our region cannot afford these delays and should continue to move forward, not backwards. Trust the decisions of your past colleagues trust your analysis supporting the preferred alternative and let's keep this region moving!

Sincerely,

Joe Burcar
Resident City of Bellevue

**From:** Richard Applestone
**Sent:** Friday, February 12, 2010 12:13 PM
**To:** Council@bellevuewa.gov
**Cc:** Richard Applestone; eastlink- mailbox shared,
**Subject:** ... SOUND TRANSIT EAST LINK ...

Bellevue City Council,

I URGE YOU TO SELECT AND SUPPORT THE 'VISION LINE' (B7M/C7M) SOUND TRANSIT EAST LINK ALTERNATIVE,

. . . and here is why !

* The cost is by far the least expensive.

* The time line to implement appears to be the shortest by far.

* The degree of difficulty to accomplish this route is much less than competing alternatives.

* The proposed "Vision Line" stations are much better aligned to serve potential riders.

* The proposed "Vision Line" is the most direct route without the sharp bends needed to do the surface and tunnel routes.

* The environmental impact from the "Vision Line" would seem to be much less than Bellefield Park, and no more than what was approved for the new Marriott Residence Inn and other businesses around it. The Bellevue Way / I-90 Park & Ride lot was developed within the same Mercer Slough area.

* With the planned development of BelRed and businesses east of I-405, downtown Bellevue is expanding east, and the "Vision Line" proposed *Northeast 6th Street Station* fits the future Bellevue better than the existing Bellevue Transit Center.

* The "Vision Line" alternative avoids the serious disruption to traffic on Main street and 108th Ave. Northeast during construction and after implementation.

* The added distance east (3 blocks) for riders going west of the Bellevue Transit Center is less then walking the Microsoft Redmond campus, and much less than most businesses in downtown Seattle to their train locations. Also, the Northeast 6th Ave. grade doesn't begin to compare with the hills in downtown Seattle. Why would this distance be a concern, when it is no more than the walk from the end of the Sound Transit Airport station to the terminal, and without carrying / pulling all that luggage. All this plus a moving sidewalk.

* The mood in America is to reduce costs and the resulting taxes. That alone cries out for the "Vision Line" option.

We don't need Seattle centric east / west decisions; we need Eastside solutions! Thank you for thinking as a Bellevue citizen and taxpayer.

Sincerely,

Dick Applestone

**Name:** Mary Britton-Simmons

Comments: Do NOT change the Eastside route to go through Mercer Slough. Protect this rich area in spite of the wishes of the Bellevue Council.

**Name:** Jack Eby

Mr. McGinn-

I have been reviewing the Downtown Bellevue Concept Design Report on the Sound Transit website.

Please do not support alternative C14E. It provides dramatically worse service to the area than any of the other alternatives. It has less of the downtown core within a 10 minute walk than the other alternatives have within a 5 minute walk.

It does not serve the downtown Bellevue area acceptably, mostly because it is far too close to I-405, at the very edge of the Downtown area.

Also, it does not provide an acceptable transfer to local buses; whereas the other alternatives are conveniently close to the Bellevue Transit Center.

Thank you for your time

-Jack Eby

**From:** Barbra Shepherd
**Sent:** Friday, February 19, 2010 1:46 PM
**To:** Kuciemba, Katie
**Subject:** Funding for Sound Transit "C" options

As a resident of South Bellevue, I respectfully request the Sound Transit Board eliminate the C14E option for the following reasons:

-Routing does not adequately serve a large portion of City of Bellevue population

-Routing does not adequately provide ridership close in access to downtown Bellevue

-Projected ridership figures are lower for the C14E then are projected for the other routings

Thank you for your efforts to provide the City of Bellevue with the best transit system possible.

Barbara Shepherd

**From:** Carl Krikorian
**Sent:** Wednesday, February 24, 2010 7:30 AM
**To:** Kuciemba, Katie
**Subject:** Comment on Sound Transit Options

My name is Carl Krikorian and I live at 15015 SE 47$^{th}$ Place, Bellevue, 98006. I have lived here for 16 years. I also work at Bellevue City Hall, although I am writing as a Bellevue resident, not as an employee.

I feel the C14E option would be a very poor decision in the long-term. Despite its low cost and use of the BNSF railway, the thought of having light rail so far from the City center and its accompanying reduced ridership, and the elevated walkway cutting across the city, make this a very poor choice. It strikes me as a concept that is “half-baked”; it has good intentions, but it sacrifices long-term benefits for short-term political aims.

Of the three other choices, I think when you look very long term, the tunnel option is the best, but I would be satisfied with any of the options, other than C14E. That's pretty much what I wanted to say. Thank you for considering my opinion.

**From:** Dwight Schrag
**Sent:** Friday, February 12, 2010 6:49 AM
**To:** council Bellevue Council Mmbrs
**Cc:** Comis, Sue; Kuciemba, Katie; Bernard van de Kamp
**Subject:** Downtown Bellevue East Link Alternatives

Dear Mayor & City Council:

We missed your design concept review with Sound Transit yesterday. Hopefully it went well. We want to add our continued **strong support for C9T** as the Preferred Downtown solution for East Link.

During the February 18th Public Open House, we will present a one-page chart to Sound Transit planners showing that **C9T has overwhelming advantages to Downtown Bellevue**, in almost every planning aspect, compared to ALL other possible alternatives.

We believe that a simple terminal location change to the C9T will **bring down costs "on par" to C4A.**

We've **offered this recommendation to both Bernard Van De Kamp and Sue Comis:**

Over $75 million can be saved from C9T costs by moving the East Link passenger terminal from underground to partially at-grade onto NE 6th Street (East of 110th) adjacent to bus terminal. If ST adds the **$100 million cost savings of the 112th routing suggested for B-Route** alternative, the ("Enhanced") **C9T becomes fully viable for similar (or less) cost compared to original C4A downtown preferred route budget.**

($245 M) + $100 M + $75 M + $70 M** = **$ Same as C4A Cost**

** = $245 M X 30% Contingency factor @ Concept Stage = $70+ M

Sincerely, Dwight & Mary Schrag

**From:** Christie Hammond
**Sent:** Tuesday, February 09, 2010 12:26 PM
**To:** Sound Transit Board
**Cc:** *Board Administration; council@bellevuewa.gov; ssarkozy@bellevuewa.gov
**Subject:** Surrey Downs Appreciation and Requests

Dear Chair Reardon and Sound Transit Board Members:

The Surrey Downs East Link Committee applauds the scheduling of a joint meeting between Sound Transit and the Bellevue City Council. It is this sort of open-minded and forward thinking cooperation that will result in a win/win plan to bring Light Rail to Bellevue**.** While we remain strong in our support for the original B7 alignment as the best choice for Bellevue, we acknowledge the spirit of compromise that has been entered into during negotiations between Sound Transit and City of Bellevue.

B Segment Alignment:

As evidenced by almost 250 comments in the DEIS supporting the B7 alignment compared to 70 opposing it, there is overwhelming support in Bellevue for the B7 alignment as the route that would have

the least harmful impacts to neighborhoods, businesses and the city of Bellevue in general.[1] Current data shows that the B7 or B7 Modified alignments would result in the same ridership numbers as the B3 alignment. Data also shows that all B Segment alignments have significant environmental impacts, some more than others.[2] We respectfully request that the B7-Modified alignment, as well as the original B7 alignment be studied and analyzed to the same degree as any other B segment alignment. This must include in-depth environmental research in order to adequately evaluate and compare the costs, benefits and impacts.

C Segment Alignment:

The February 2010 Sound Transit Downtown Report on Bellevue Light Rail Alternatives Concept Design Report shows the strongest East Link Ridership (51,000) using the C9T alignment. Should Sound Transit and the City of Bellevue be unable to agree on an acceptable means of funding this alternative, the recently proposed C14E alternative becomes the obvious best choice as it is $80 to $120 million less expensive than C9A and C11A and has the same ridership as the two at-grade alternatives.

Tunnel Cost Comparisons:

In the January 21, 2010 Citizens Oversight Panel year-end 2009 Performance Report it was pointed out that the bid for 2 miles of the University Link tunnel was recently awarded for $308 million.[3] The February 2010 Sound Transit report cited above asserts a 35% difference in cost between a less than one-mile tunnel route in downtown Bellevue (the C9T alignment) versus at-grade (C9A) costing $350 million. Based on this evidence, we suggest that the incremental cost for the downtown Bellevue tunnel and station is significantly overstated.

- 2 Miles of tunnel in the University Link = $308 million (less than expected)
- Less than 1 mile of Bellevue tunnel = $350 million

Tunnel Portal at the Red Lion

Main Street in Bellevue remains an important East-West transportation route for Bellevue citizens. An at grade or elevated alignment that takes right-of-way will add to congestion and cause Main Street to fail concurrency. A tunnel portal on the Red Lion location would ensure downtown concurrency and minimize extensive impacts. In addition to supporting concurrency, making use of the Red Lion site for a tunnel portal supports families and businesses that have made an historical commitment to downtown Bellevue.

Potential Main Street At-Grade Stations:

An important guiding criterion to a successful rail transit system is “connect somewhere to somewhere.” [4] Going forward with an East Main Street Station does not fulfill this project criterion. Data shows that a Main Street Station at 112th Ave SE does not have the density to support an expensive station at this location and does not create a destination location. Another potential station on Main Street is found in the proposed C11A alignment. Placing a station at Main Street and 108th Avenue does not provide system ridership to justify the high cost of a station. Going forward with this station would eliminate businesses that provide a natural buffer between neighborhoods and downtown growth. The existing downtown Bellevue Transit Center is within the successful ½ mile walking distance and is convenient and well used by the businesses and neighborhoods adjacent to Main and 108th Ave. The stations on Main/112th Ave and Main/108th Ave are not supported by criterion for a successful transit system. Alignments that include either of these stations should be eliminated.

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[1] see Sound Transit East Link Project Draft Environmental Impact Statement Public and Agency Comment Summary dated March 2009, page 3

[2] see Downtown Bellevue Light Rail Alternatives Concept Design Report dated February 2010, page 13

[3] see Citizens’ Year-End 2009 Performance Report on Sound Transit dated January 21, 2010, page 2

[4] Bellevue Best Practices Report, Executive Summary, p iii.

National Register of Historic Places

The Sound Transit Board must also take into account that the Washington State Department of Archeology and Historic Preservation determined during the East Link DEIS process a large, contiguous section of North Surrey Downs is eligible to be nominated to the National Register of Historic Places as a potential historical district. Further study of the contiguous block of Mithun and Neslund homes in the potential historic district (which are south of Main Street) must be undertaken by Sound Transit. This area could be adversely impacted by visual blight, noise, dust and possible vibration issues and /or condemnation impacts. Sound Transit is required to comply with Section 106 of the National Historic Preservation Act of 1966 and Section 4(f) of the U.S. Department of Transportation Act of 1966 in order to qualify for Federal funds for ST2. Sound Transit must show that all "feasible and prudent" alignments have been thoroughly considered that would "avoid" historical resources such as the Surrey Downs potential contiguous historical district and The Winters House on Bellevue Way.

We applaud your willingness to address the many issues facing the East Link project. The collaborative efforts evident in the joint meeting between the Sound Transit Board and the Bellevue City Council reflect true steps toward bringing light rail to Bellevue and “doing it right the first time”. We urge both governing organizations to continue to meet together. This action lends transparency to the process and highlights the cooperative spirit necessary to achieve the best light rail alignment possible, for the region and for Bellevue.

Sincerely,

Surrey Downs East Link Committee

Scott Lampe, Co-Chair

Christie Hammond, Co-Chair

Betsy Blackstock

Charles Fisher

Debi Lelinski

Joe Rosmann

Renay Bennett

Ron Bennett

Stacie LeBlanc Anderson

Susan Illvanakis

Tracy Larson

Cc: Bellevue City Council Steve Sarkozy

[1] see Sound Transit East Link Project Draft Environmental Impact Statement Public and Agency Comment Summary dated March 2009, page 3
[2] see Downtown Bellevue Light Rail Alternatives Concept Design Report dated February 2010, page 13
[3] see Citizens’ Year-End 2009 Performance Report on Sound Transit dated January 21, 2010, page 2
[4] Bellevue Best Practices Report, Executive Summary, p iii.

**From:** Jack Eby
**Sent:** Thursday, February 18, 2010 3:36 PM
**To:** Constantine, Dow
**Subject:** East Link Downtown Bellevue Alternative C14E is terrible

Mr. Constantine-

I have been reviewing the Downtown Bellevue Concept Design Report on the Sound Transit website.

Please do not support alternative C14E. It provides dramatically worse service to the area than any of the other alternatives. It has less of the downtown core within a 10 minute walk than the other alternatives have within a 5 minute walk.

It does not serve the downtown Bellevue area acceptably, mostly because it is far too close to I-405, at the very edge of the Downtown area.

Also, it does not provide an acceptable transfer to local buses; whereas the other alternatives are conveniently close to the Bellevue Transit Center.

Thank you for your time

-Jack Eby

**From:** Bill and Carol Collins
**Sent:** Thursday, January 28, 2010 5:56 PM
**To:** kcexec@kingcounty.gov
**Subject:** Eastside Light Rail

Dear Mr. Constantine:

As a West Seattle alum ('63), I hope we both share the same logic and common sense as the other famous graduates of WS.

My wife and I a very willing to drive from our Renton home to Tukwila to take the light rail to Bellevue. We often shop, quite regularly in fact, at Bellevue Square as well as surrounding businesses. However, we would never think of purchasing an armload and walking a half mile, or more, to the nearest light rail station to return home. In any kind of weather. The whole idea of re-routing the line away from "where people want / need to go" is ridiculous. It would be a travesty to waste taxpayers money in implementing such an idea. We do not plan on taking the train for a sight-seeing trip when we have intentions of making purchases in downtown Bellevue, enjoying the Christmas festivities downtown Bellevue, and spending money in downtown Bellevue. Do you understand what we're saying?

We have read several articles by persons pushing the circumventing route. It is a shame that we can't confront them with facts on an individual basis. On a side note: The idea of linking Woodinville to Bellevue is great, but at the same time "they" insert the word Renton in the same sentence. However, none of them have brought up the fact that there is no link over I-405 yet. That alone would cost over 30 million (a BNSF / State estimate made last year). We are really tired of reading about connecting the whole east side, without bringing up the idea of re-constructing the railroad bridge to "connect Renton to Bellevue."

In closing, by-passing the core of Bellevue is not in our plans and I hope it isn't in yours. The "Vision Line" is really beyond what we envision.

Sincerely,

Bill & Carol Collins

**From:** Peter Marshall
**To:** Bellevue City Council
**Subject**: Sound Transit Route Alternative B3
**Date:** Mon, 1 Mar 2010

Dear Bellevue City Council Members:

I am writing because opportunities for citizen comment at your Monday, March 1 meeting apparently will be quite limited. From discussions with other people who support route segment B3, I'm sure the designated speakers will express many of my objections to the Council's recent leaning toward Alternate B7. I'll confine this email to a few issues that I think may not otherwise be covered.

**Credentials:** I have lived in the Enatai neighborhood for more than 32 years, sent kids through the local schools, used the local parks and beaches, etc., etc. I also spent many of those years commuting by bus to and from Seattle, and occasionally to Bellevue. So I'm a bonafide resident, with a definite stake in how this part of Bellevue is affected by the decision on Segment B location and designs.

In recent years I used Sound Transit routes 550 and sometimes 560 from the South Bellevue Park and Ride, and in prior years used the Metro routes that circulated through the Enatai neighborhood. I have found the 10-minute walk (or more often the combined 5-minute walk/jog) to the P&R location quite manageable via the 112th Ave. SE road connection. I know others in the neighborhood are also satisfied with the convenience of being able to walk, bike or even occasionally drive to and park at the P&R facility. We all benefit from using the diverse routes connecting us from there to regional destinations for work trips, special events, etc.

**Observations of Park & Ride Function:** I suppose most Bellevue residents would have been happier to see the transit system evolve without ever converting a single square foot of Mercer Slough from open space to pavement. But when it happened some years ago we reluctantly saw it as a tradeoff to accommodate the city's and the region's growth by making public transit convenient. Many people understood the logic of its connection to the long-planned extension of light rail on I-90. And I think most of us understood the City of Bellevue's ironclad commitment to preserving the integrity of the remaining 320-acre Mercer Slough as a public open space with the leased farm surrounded and penetrated by public recreational access paths and waterway.

On a recent weekday morning I had an opportunity to observe the variety of trips served through the P&R facility. Over a couple of hours I encountered people coming from the Enatai neighborhood, but also from Factoria, Renton and elsewhere, and going west to Seattle but also north to Overlake, Bellevue and even one to Lynnwood via transfers. Some of these people arrived on foot, others by connecting buses, and of course many by car. The South Bellevue Park and Ride is obviously important to many people's lives. It is firmly established as a transit collection point.

**Recent Council Actions:** I have been dismayed by the shift in City Council guidance to Sound Transit, specifically the new majority's preference for route B7 along the BNSF rail route, and the related advocacy for a new downtown alternative C14E. I can appreciate the tendency for new councilmembers to show their constituencies that they tried to keep the light rail line from even coming close to long-established neighborhoods, to show they have tried to reduce costs and that they have found an innovative way to keep light rail from disrupting downtown streets or commerce. But they have gone to extremes, and in doing so have lost sight of the purposes and benefits of the regional light rail system. And in the worst B7 variant, they have revealed a willingness to peddle off a priceless public open space piecemeal.

A recent Bellevue Reporter column attempted to justify the terrible B7 variant by saying few people venture into the park on foot, and so possibly if they view it from an elevated train cutting through the

heart of it, they will then be motivated to explore further on foot. That columnist obviously had no personal knowledge of the space and how it is actually used. I would like to think that no Bellevue Council member suffers from that ignorance. You have had and will have much more learned testimony on this subject, so I won't belabor it here.

**Possible Misconceptions About Light Rail:** I have also heard suggestions that Sound Transit's main purpose should be to get into and then get out of Bellevue as fast as possible. I think that 's partly the rationale of B7 and C14E, in bypassing the South Bellevue P&R, making a stop at the Wilburton P&R, and just one other downtown elevated stop at the freeway. Observed through a simplistic lens, that does shave a few minutes off the trip time to Redmond. But aside from the totally unacceptable environmental impacts, it saves those few minutes by abandoning many potential transit riders. And it leaves others to scramble to find a way to the more limited number of stops, many of those probably having to drive further across town and adding to local street traffic. Imagine how that will affect neighborhoods, including Surrey Downs.

My point in bringing this up is that I believe some people misapprehend how light rail will operate in this region. They think of it as a kind of intercity rail line between Seattle and Redmond, with a little bit of Bellevue along the way. When you take that approach, the old BNSF rail route may look OK, appearing to offer a little cheaper right-of-way, and also the false economy of reducing those pesky, time-consuming stops that add a few minutes to the travel time between cities. But in reality the light rail system we're going to have is kind of a hybrid, having some features of intercity rail and some of a local system. New York City's vast subway system has both express and local trains that serve it well. But this region with its development history and obvious financial constraints will not be able to afford such a system in the forseeable future, if ever. So Link Light Rail must serve some intermediate stops in addition to the obvious downtown destinations. The South Bellevue P&R is one of those.

**Recommended Action**: The Bellevue Council's routing decisions are difficult, and have many serious consequences for future generations as well as currently vocal interest groups. Alternative B7 is already being included in Sound Transit's EIS, even though I think the analysis will confirm its serious limitations and adverse impacts. I hope that the Council can find a way to gracefully back away from the B7 variant across Mercer Slough, and from the C14E alternative, before they unnecessarily add to the planning/design costs and the public acrimony they will generate. I understand that there may be a tendency to look steadfast to certain groups of supporters of those schemes, and to drag them through the entire EIS process to do so. However, for these new alternatives to be upheld would require distortions of regional transit policies, the bending of state and federal agency environmental regulations, and possible appearance of fairness challenges of Alt C14E. I believe none of these constraints will favor the new wild card proposals. Rather than having outside agencies override the Bellevue City Council, I hope to see the Council decide that these proposals have been sufficiently investigated already to justify endorsement of the previously-agreed alternative B3, and one of the new downtown tunnel alternatives.

Sincerely,

Peter S. Marshall

**From:** Rice Family
**Sent:** Thursday, March 04, 2010 9:00 PM
**To:** Balducci, Claudia
**Cc:** *Board Administration
**Subject:** Bellevue Route for Light Rail

Final routing for Light Rail for Bellevue has to be as close and convenient to the downtown business core as possible. We are spending billions on Light Rail. All decisions should be made to increase ridership. The alternatives of taking Light Rail down 112th NE or 116th NE are non-starters. The massive amount of money being spent has to be done in a way that will maximize ridership.

I was not a supporter of Light Rail--and am not now. However, it is a fait accompli. Don't squander what is obvious about routing for political or other transitory pressures.

Regards

Chris Rice
Clyde Hill, WA

**From:** Keith Watts
**Sent:** Thursday, March 04, 2010 5:12 PM
**To:** Sound Transit Board
**Subject:** my Eastlink feedback...

To whom it may concern, to distinguished members of the Bellevue City Council and Sound Transit board,

I have been following the discussions on TV about eastlink. I have been watching the Bellevue Council meetings on TV and I watched the meeting on TV between Sound Transit board members and Bellevue City Council and I have reviewed the information on your web sites.

I really appreciate all the hard work and meetings that you and your staff have been doing to find a smart alignment. I think you are doing a great job.

Therefore, after much thought and listening to arguments... I am in favor of C14E and B3S. I could live with B2A. Street level system on 112th is ok.

Rational...

There seems to be a rather high probability that Bellevue will continue to build high rises east towards 116th. I405 will become like I5 is in Seattle, surrounded by high rise high density development. Percent walking distance to a C14E station located near I405 will increase over time.

Cost would be less. Traffic operations would less impacted. Construction effects would be less. Construction risks would be less. it would be more consistent with regional plans and policies.

C14E would facilitate a track North to Kirkland that I am sure will be built along I405 one day for a regional system that will serve Renton and Kirkland. People will not want to detour into towns along the way. If we do a C9A or a C3T, and Kirkland does a C9A and Bothell does a C9A and Totem Lake will want a C9A and Woodinville will want a C9A then it will turn into **a milk run**.

I think each city should focus on bringing its people and workers into the city who want to come into the city on a spur or loop. Imagine designating certain trains that go into in downtown Bellevue and others that go straight though up I405 or out to Redmond.

That said, I would love to have a tunnel in Bellevue. I would vote for and support the funding of a light rail tunnel as part of a local system that is designed smart for downtown Bellevue. As part of T3 perhaps.

We should build for the straight through alignment first and then the spur or loop into a downtown Bellevue tunnel second.

It is a set of tradeoffs. It is a regional system and it should be designed to be smart regionally first and then locally second. As a Bellevue resident, I am confident that Bellevue can provide additional enhancements to the regional system to serve Bellevue residents in parallel with the regional light rail system development.

About me:
My name is Keith Watts, 5635 178th Ave SE, Bellevue, WA 98006. I grew up in Bellevue, attending Enatai Elementary, Bellevue Junior High, Bellevue High (class of 1976), I graduated from University of Washington, and I have lived and worked in the Bellevue area for the 23 years. I delivered news papers along Bellevue Way when I was a kid. I have watched Bellevue grow and change. I work for a large software company for 12 years.

Sincerely,
Keith H. Watts

# Appendix D:

# Workshop Display & Handouts

# Downtown Bellevue Open House - Comment Form

**February 18, 2010**

Sound Transit and the City of Bellevue have analyzed four new alternatives for the East Link project in downtown Bellevue. The new alternatives are based upon outside expert reviews and requests from the Bellevue City Council.

The new alternatives are evaluated in the Downtown Bellevue Concept Design Report which evaluates cost, station accessibility, ridership, traffic operations, environmental impacts, plan consistency, construction effects and risk. The Sound Transit Board will use the report and public comments to determine if reconsidering the preferred alternative is needed in downtown Bellevue. Sound Transit Board action is scheduled for April 2010.

To review the Downtown Bellevue Concept Design Report, visit www.soundtransit.org/eastlink or contact Katie Kuciemba at 206-398-5459 or katie.kuciemba@soundtransit.org.

**Please share your comments regarding the East Link Project.**

CITY OF BELLEVUE WASHINGTON

SOUNDTRANSIT
RIDE THE WAVE

# Downtown Bellevue New Alternatives

**Please share your comments for each alternative**

## C9T

A cut-and-cover tunnel along 110th Ave NE turning east along NE 6th St.

### Comments:

_____

_____

_____

_____

_____

_____

_____

_____

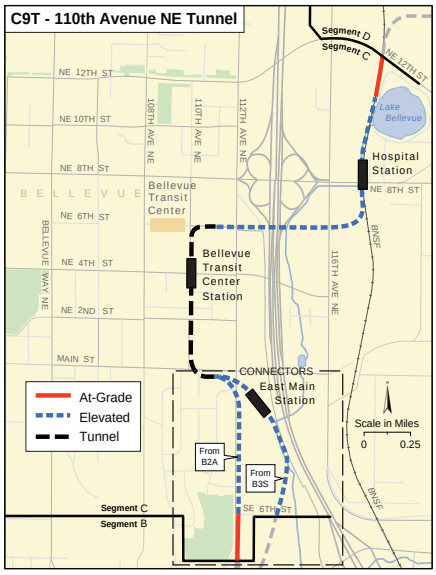
_____

### Technical Analysis:

- Highest cost of the new alternatives
- 6 minute travel time in Segment C
- Causes the most construction disruption (tunnel excavation and restoration of street).
- Highest system-wide ridership
- Fully grade separated

- Cost: $990 million (2007 dollars)
- 8,000 boardings in Segment C
- 51,000 East Link riders
- 44% of jobs and 21% of residents within 5-min. walk
- 97% of jobs and 66% of residents within 10-min. walk
- 3 stations in Segment C

### C9T




## C9A

An at-grade alignment running along 110th Ave NE, turning east along NE 6th St.

### Comments:

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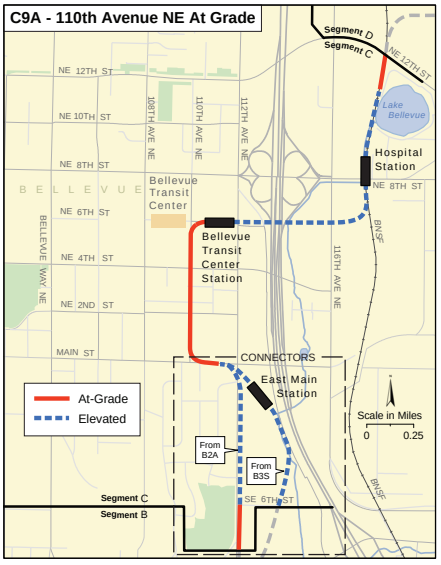
### Technical Analysis:

- Costs less than alternatives C9T and C11A
- 9 minute travel time in Segment C
- Transition structure is lower along Main Street between 112th and 110th Avenue than C11A
- 24% street running and 76% grade-separated

- Cost: $640 million (2007 dollars)
- 7,500 boardings in Segment C
- 48,500 East Link riders
- 51% of jobs and 28% of residents within 5-min. walk
- 96% of jobs and 63% of residents within 10-min.walk
- 3 stations in Segment C

### C9A



# Downtown Bellevue New Alternatives

## C11A

An at-grade alignment running along 108th NE, turning east along NE 6th St.

### Comments:

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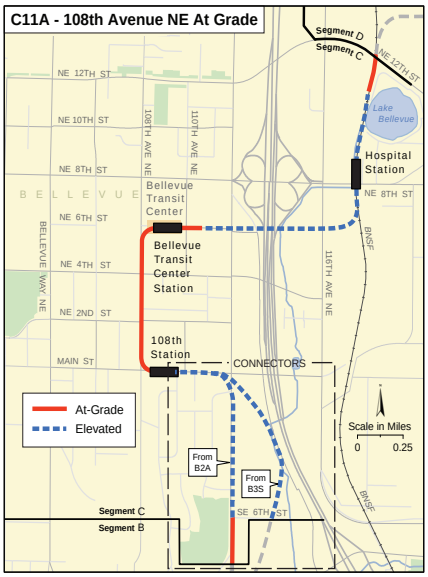
### Technical Analysis:

- Higher cost than C9A and C14E
- 9 minute travel time in Segment C
- Highest percentage of downtown jobs and residents within walking distance of a station
- Displaces more businesses on Main Street than the other options
- Requires reconstruction of the Bellevue Transit Center
- 27% street running and 73% grade-separated

- Cost: $680 million (2007 dollars)
- 8,000 boardings in Segment C
- 49,000 East Link riders
- 76% of jobs and 53% of residents within 5-min. walk
- 99% of jobs and 92% of residents within 10-min. walk
- 3 stations in Segment C

### C11A




## C14E

An elevated alignment along 114th Ave NE.

### Comments:

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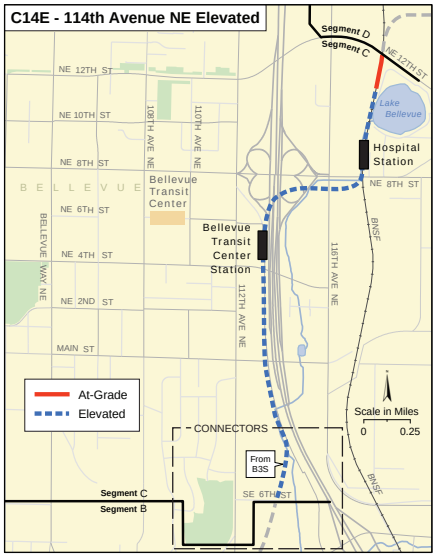
### Technical Analysis:

- Costs less than other new alternatives
- 4 minute travel time in Segment C
- Lowest Segment C ridership of any new alternative.
- Lowest percentage of downtown jobs and residents within walking distance of a station
- Less disruption than a tunnel and at-grade options during construction
- Fully grade separated

- Cost: $560 million (2007 dollars)
- 6,000 boardings in Segment C
- 48,500 East Link riders
- 27% of jobs and 7% of residents within 5-min. walk
- 79% of jobs and 46% of residents within 10-min. walk
- 2 stations in Segment C

### C14E



If you would like to receive project updates, please provide the following:

Name _____

Mailing Address _____

City, State, Zip _____

E-mail _____

Telephone _____

Please check your preferred way of receiving project updates: ☐ E-mail ☐ Mail

**www.soundtransit.org/eastlink**

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Please provide your completed workbook to staff. Comments may also be mailed or e-mailed:

*Mailing address*
Sound Transit
*Attn:* Katie Kuciemba
East Link light rail
401 South Jackson Street
Seattle, WA 98104

*Contact*
eastlink@soundtransit.org
206-398-5459

For information in alternative formats,
call: TTY: Relay: 711
or e-mail accessibility@soundtransit.org

To speak with Sound Transit about the proposed Link light rail mass transit project in East King County call 1-800-823-9230 during regular business hours.

Para hablar con Sound Transit acerca del propuesto proyecto de transporte público de Link Light Rail en el este de King County, llame al 1-800-823-9230 durante horas normales de oficina.

要向 Sound Transit 瞭解或討論擬在 East King County 進行的 Link light rail 公共交通項目，請在正常的工作時間致電 1-800-823-9230。

Upang makipag-usap sa Sound Transit ukol sa iminungkahing Link light rail na proyektong sasakyang pangmasa sa Silangang King County tawagan ang 1-800-823-9230 habang sa karaniwang mga oras ng pangangalakal.

Если вы хотите высказать сотрудникам Sound Transit свои соображения по поводу предлагаемого проекта линии общественного транспорта Link light rail в восточной части King County, звоните по телефону 1-800-823-9230 в обычные рабочие часы.

Muốn nói chuyện với Sound Transit về đề án chuyên chở công cộng đường hỏa xa nhẹ Link tại Phía Đông Quận King, hãy gọi số 1-800-823-9230 trong giờ làm việc thường lệ.

درمورد مسیر پیشنهاد شده برای پروژه ترانزیت سبک راه اهنی در کینگ شرقی با شماره 1-800-823-9230. در ساعات کاری تماس بگیرید برای گفتگو با سوند ترانزیت

# EAST LINK OPEN HOUSE

## SOUND TRANSIT EAST LINK LIGHT RAIL

# Welcome!

### Meeting Purpose

During tonight's open house, you will have the opportunity to:

- Review cost and ridership estimates for the downtown Bellevue alternatives
- Learn about the East Link light rail system
- Talk to project staff
- Help us make East Link light rail the best it can be
- Provide specific feedback to inform the preliminary design of the project
- Review upcoming public involvement opportunities and next steps
- Submit comments and sign up for electronic updates

### Agenda

**4:00-7:00 p.m.**
Open House: View display boards throughout the room and discuss project elements with staff.

**5:00 p.m.**
A presentation will be offered to introduce the meeting purpose and goals, provide an update on the current project status and introduce updated downtown Bellevue alternatives.

**7:00 p.m.**
Meeting adjourns

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Washington State Department of Transportation

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Federal Transit Administration

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# Sound Transit East Link Light Rail

**East Link is Sound Transit's voter-approved project to build light rail between Seattle and Overlake Transit Center in Redmond via I-90. East Link will connect the Eastside's biggest population and employment centers, serving 45,000-50,000 riders daily.**

**In May 2009, the Sound Transit Board identified a preferred alternative. In downtown Bellevue, the preferred alternative included an at-grade couplet along 108th Avenue NE and 110th Avenue NE (C4A).**

**A tunnel alternative was also identified on 108th Avenue NE (C3T) for future consideration if additional funding is found.**

**Sound Transit and the City of Bellevue have analyzed four new alternatives for the East Link project in downtown Bellevue. The new alternatives are based upon outside expert reviews and requests from the Bellevue City Council.**

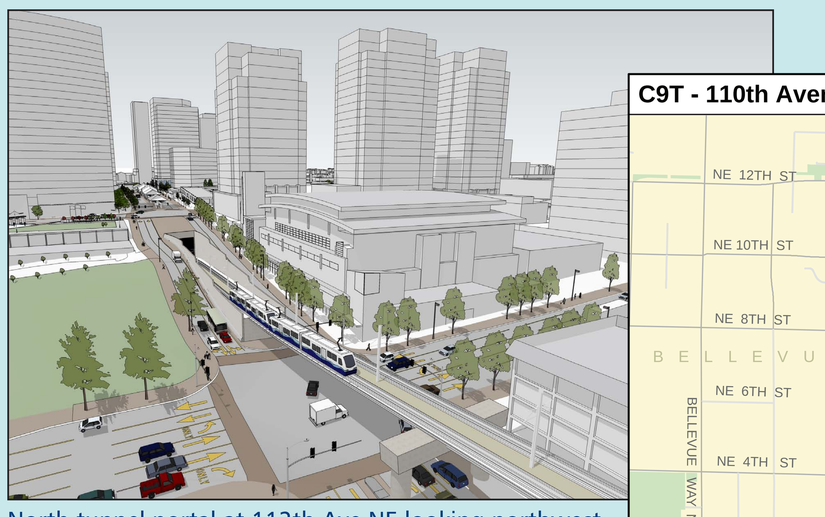
## C9T - 110th NE Tunnel Alternative

A cut-and-cover tunnel on 110th Avenue NE between Main Street and NE 6th Street.

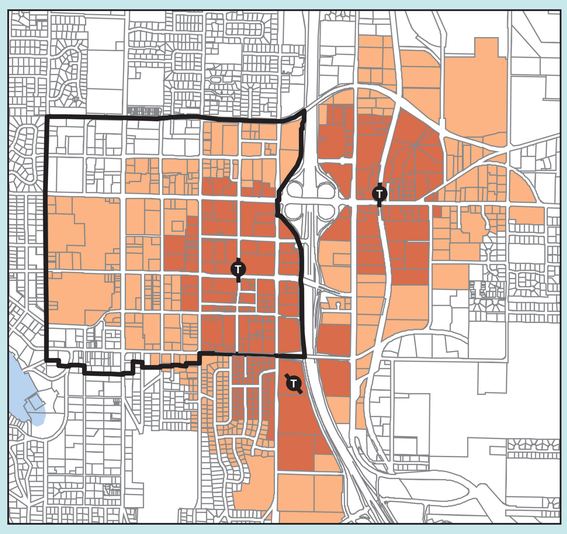
### Technical Analysis:

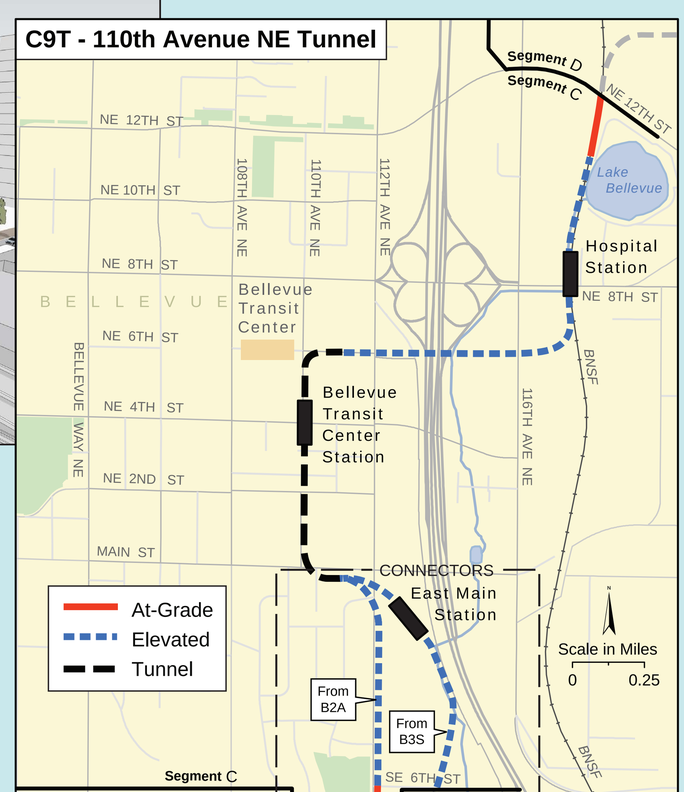
- Highest cost of the new alternatives
- 6 minute travel time in Segment C
- Causes the most construction disruption (tunnel excavation and restoration of street)
- Highest system-wide ridership
- Fully grade separated

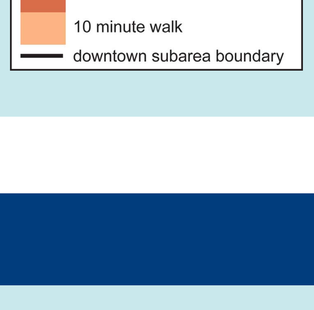
- Cost: $990 million (2007 dollars)
- 8,000 boardings in Segment C
- 51,000 East Link riders
- 44% of jobs and 21% of residents within 5-min. walk
- 97% of jobs and 66% of residents within 10-min. walk
- 3 stations in Segment C



North tunnel portal at 112th Ave NE looking northwest








## C11A - 108th NE At-Grade Alternative

An at-grade alignment, light rail would travel in the center of 108th Avenue NE.

### Technical Analysis:

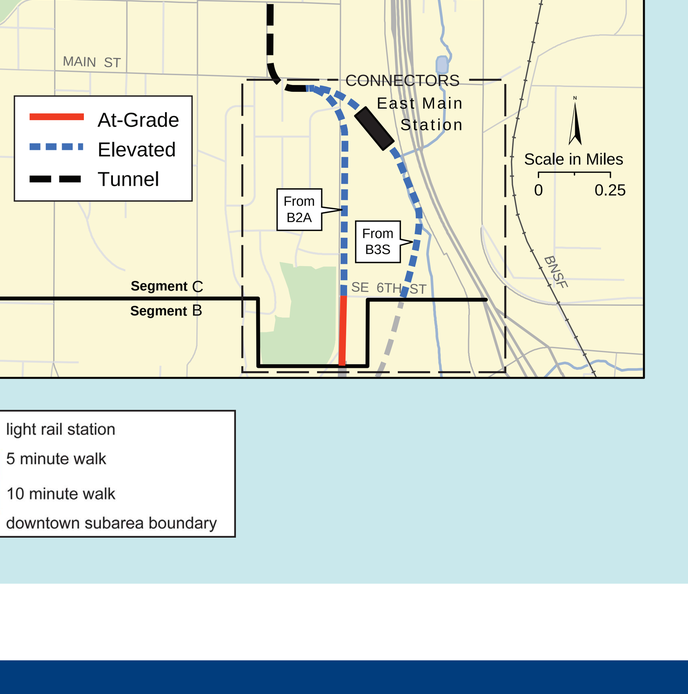
- Higher cost than alternatives C9A and C14E
- 9 minute travel time in Segment C
- Highest percentage of downtown jobs and residents within walking distance of a station
- Displaces more businesses on Main Street than the other options
- Requires reconstruction of the Bellevue Transit Center
- 27% street running and 73% grade-separated

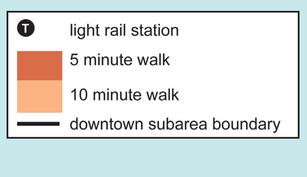
- Cost: $680 million (2007 dollars)
- 8,000 boardings in Segment C
- 49,000 East Link riders
- 76% of jobs and 53% of residents within 5-min. walk
- 99% of jobs and 92% of residents within 10-min. walk
- 3 stations in Segment C



Station at NE 6th Street and 108th Avenue NE Looking Southeast



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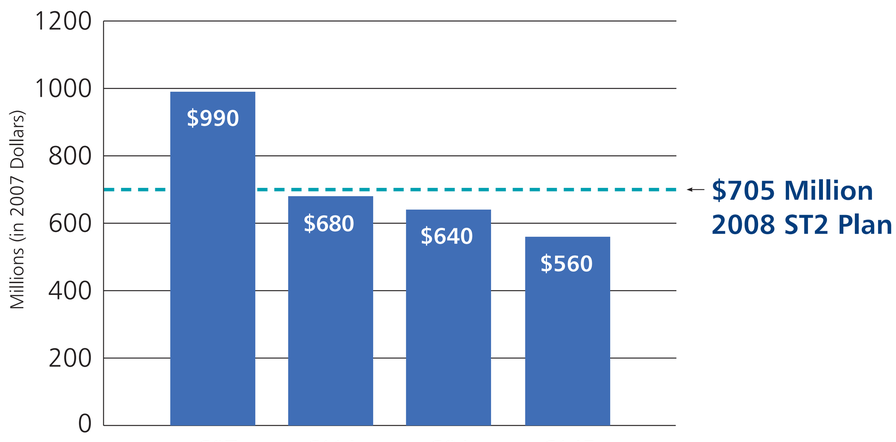
# Downtown Bellevue

**The four new alternatives are evaluated in the Downtown Bellevue Concept Design Report which evaluates cost, station accessibility, ridership, traffic operations, environmental impacts, plan consistency, construction effects and risk. The Sound Transit Board will use the report and public comments to determine if reconsidering the preferred alternative is needed in downtown Bellevue. Sound Transit Board action is scheduled for Spring 2010.**

**To review the Downtown Bellevue Concept Design Report, visit www.soundtransit.org/eastlink or contact Katie Kuciemba at 206-398-5459 or katie.kuciemba@soundtransit.org.**

## Cost of Downtown Bellevue New Alternatives



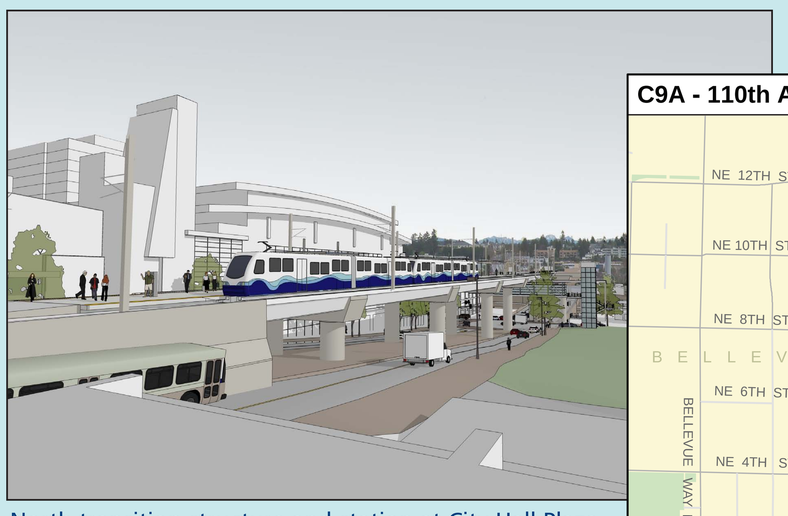

## C9A - 110th NE At-Grade Alternative

An at-grade alignment, light rail would travel in the center of 110th Avenue NE between Main Street and NE 6th Street.

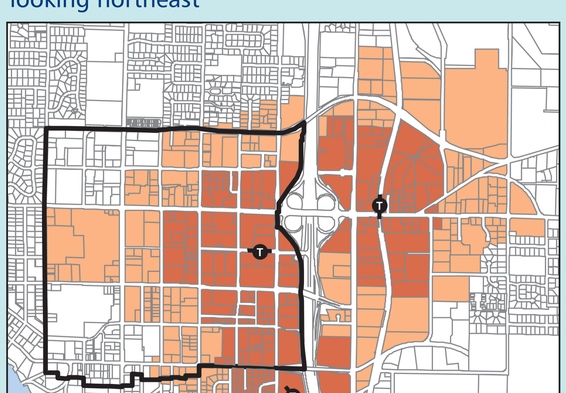
### Technical Analysis:

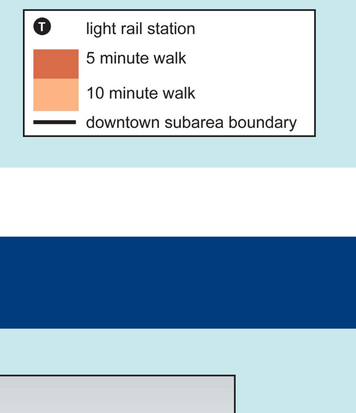
- Costs less than alternatives C9T and C11A
- 9 minute travel time in Segment C
- Transition structure is lower along Main Street between 112th and 110th Avenue than C11A
- 24% street running and 76% grade-separated

- Cost: $640 million (2007 dollars)
- 7,500 boardings in Segment C
- 48,500 East Link riders
- 51% of jobs and 28% of residents within 5-min. walk
- 96% of jobs and 63% of residents within 10-min.walk
- 3 stations in Segment C



North transition structure and station at City Hall Plaza looking northeast





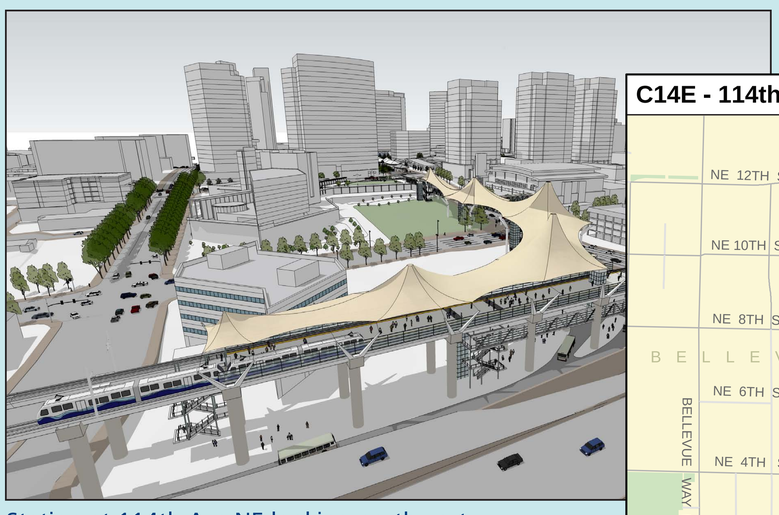

## C14E - 114th NE Elevated Alternative

Elevated alignment along 114th Avenue NE, light rail would run from Main Street to the south side of the I-405/NE 8th Street interchange. A moving sidewalk would connect the Bellevue Transit Center station to the City Hall Plaza.

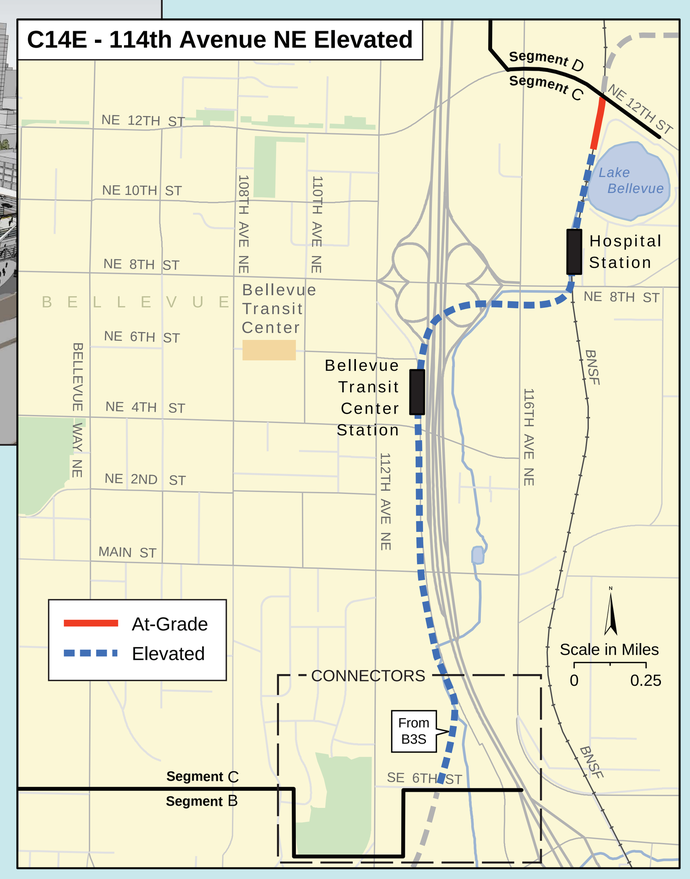
### Technical Analysis:

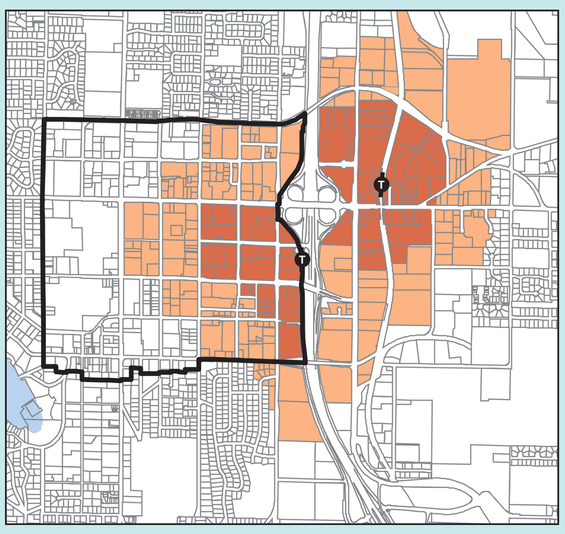
- Costs less than the other new alternatives
- 4 minute travel time in Segment C
- Lowest Segment C ridership of any new alternative
- Lowest percentage of downtown jobs and residents within walking distance of a station
- Less disruption than the tunnel and at-grade options during construction
- Fully grade-separated

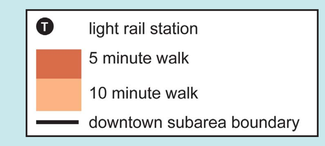
- Cost: $560 million (2007 dollars)*
- 6,000 boardings in Segment C
- 48,500 East Link riders
- 27% of jobs and 7% of residents within 5-min. walk
- 79% of jobs and 46% of residents within 10-min. walk
- 2 stations in Segment C



Station at 114th Ave NE looking northwest






* The cost estimate for C14E does not include the addition of a circulator bus and park-and-ride lot. The addition of these amenities would add $70 million to project cost.

CITY OF BELLEVUE WASHINGTON

# PUBLIC INVOLVEMENT AND NEXT STEPS

## Public Involvement Process

Public input received in early 2009 during the comment period for the East Link Draft Environmental Impact Statement (EIS) helped guide the Sound Transit Board as they identified a preferred alternative. The Final EIS, to be released at the end of 2010, will document and respond to all comments received during the Draft EIS comment period and describe proposed mitigation commitments.

Feedback received at the Fall 2009 workshops helped guide the project team as they began preliminary engineering work on the East Link Preferred alternative. In response to concern from both the community and peer review panels, Sound Transit is now evlauting new options for downtown Bellevue. The East Link project team will continue seeking feedback in response to key issues along the preferred alternative.

### Upcoming opportunities to stay involved

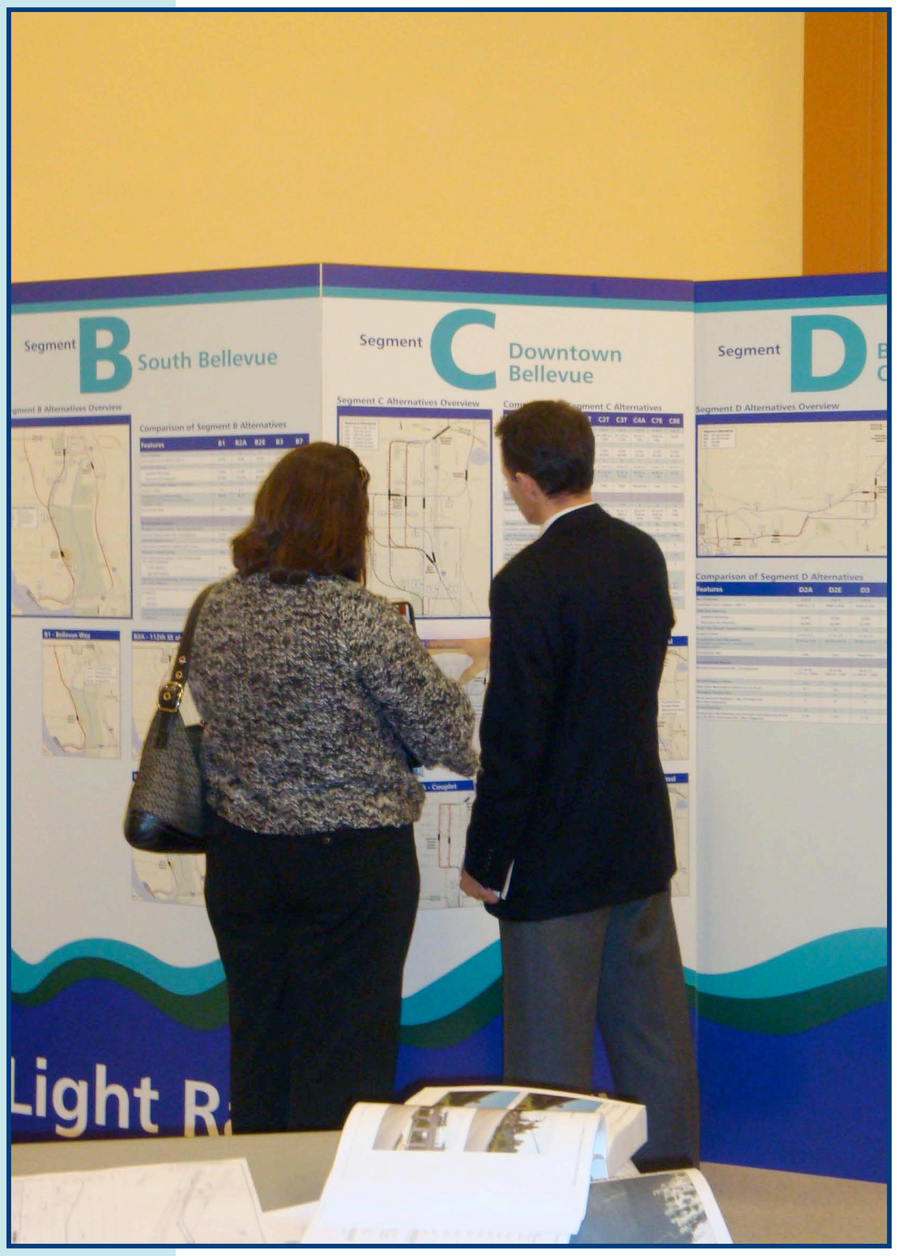
- Community and stakeholder briefings (ongoing)
- Community meetings (Spring 2010)
- Community fairs and festivals (Summer 2010)
- Project update mailings (ongoing)
- E-mail and web site updates (ongoing)

### How to provide feedback

- Submit comment forms tonight or through mail or email
- Speak with a member of the project team

### For more information contact:

Katie Kuciemba
Community Outreach Specialist
206-398-5459 or
eastlink@soundtransit.org
www.soundtransit.org/eastlink




Project team member explains alternatives during a public meeting

Citizens providing comments during the Bellevue Draft EIS Open House

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# EAST LINK LIGHT RAIL TIMELINE

## Milestones and Key Features of the Project Development and Decision Process

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 → |
|---|---|---|---|---|---|---|---|
| **Design/ Engineering** | ✓ **Scoping alternatives**<br>• 1% design | ✓ **Conceptual engineering**<br>• 5% design | | **Preliminary engineering**<br>• 30% design<br>• Geotechnical work & surveying | | **Final design**<br>• 60%, 90% and 100% design | |
| **Environmental** | ✓ **Scoping period (Fall)**<br>• 30-day comment period on scope of Environmental Impact Statement (EIS).<br>✓ **Draft EIS Alternatives (December)**<br>• Sound Transit Board identified alternatives to be considered in Draft EIS | ✓ **Draft EIS**<br>• Evaluated 19 route alternatives, 28 station options and 4 maintenance facility alternatives<br>• Analyzed project's environmental impacts, mitigation measures and benefits<br>• 75 day public comment period (December 2008 - February 2009) | | ✓ **Identify Preferred Alternative (May)**<br>• Sound Transit Board identified a preferred alternative (not a final decision) | **Reevaluate Downtown Bellevue Preferred Alternative (Spring)**<br>**Final EIS (Fall)**<br>• Evaluates preferred alternative and all alternatives considered in Draft EIS<br>• Responds to comments on the Draft EIS<br>• Describes proposed mitigation commitments | **Project Decision**<br>• Sound Transit Board makes a final decision on project to be built after completion of Final EIS.<br>**Federal Record of Decision**<br>• FTA issues a federal Record of Decision (required before any federal funding or approvals) | |
| **Public Involvement** | ✓ **Scoping outreach**<br>• Held four public scoping meetings and one agency scoping meetings<br>• Received approximately 300 comments<br>• Community briefings | ✓ **Route & station workshops (Spring)**<br>• Conducted five community workshops<br>✓ **Fairs & festivals (Summer)**<br>• Conducted outreach and gathered comments at community festivals<br>✓ **Community briefings (Ongoing)**<br>• Briefed community groups and organizations | ✓ **Fairs & festivals (Summer)**<br>• Conducted outreach and gathered comments at community festivals<br>✓ **Community briefings (Ongoing)**<br>• Briefed community groups and organizations | ✓ **Draft EIS hearings (Jan-Feb)**<br>• Conducted five public hearings to gather comment on Draft EIS<br>• Approximately 765 comments received<br>✓ **Fairs & festivals (Summer)**<br>• Conducted outreach and gathered comments at community festivals<br>✓ **Community workshops (Fall)**<br>• Neighborhood-focused design workshops<br>✓ **Community briefings (Ongoing)**<br>• Briefings to community groups and organizations | **Public meetings (Winter/ Spring):**<br>• Conduct public meetings throughout alignment<br>**Fairs & festivals (Summer)**<br>• Conduct outreach and gather comments at community festivals<br>**Community briefings (Ongoing)**<br>• Briefings to community groups and organizations | **Community briefings (Ongoing)**<br>• Briefings to community groups and organizations | **2020 Service Begins** → |
| **Construction** | | | | | | | **Begin Construction Late 2013** |

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# C9T: 110TH NE TUNNEL ALTERNATIVE

## Description:

- Fully grade-separated.
- After crossing over 112th Avenue NE south of Main Street, the cut-and-cover tunnel begins at 110th Avenue NE and ends on NE 6th Street east of 110th Avenue NE.
- After light rail leaves the tunnel, it crosses over 112th Avenue NE and I-405.

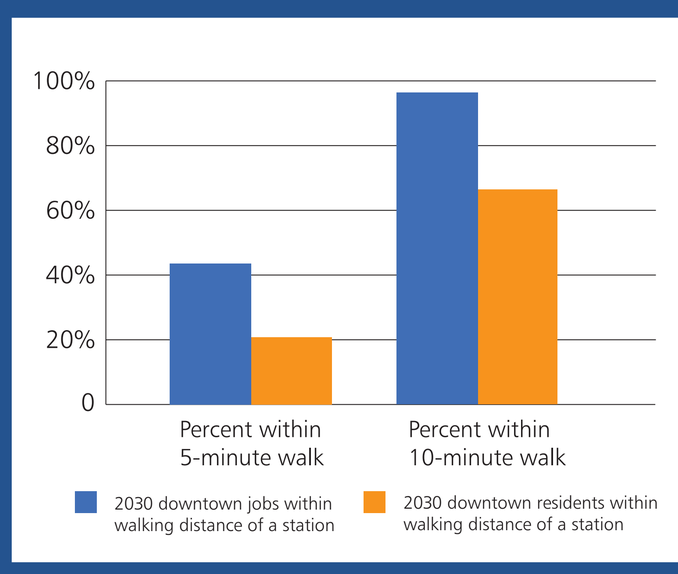
## Stations:

- Bellevue Transit Center Station is located under 110th Avenue NE near NE 4th Street south of the existing Bellevue Transit Center. Station entrances are at City Hall and south of NE 4th Street.
- Hospital Station is elevated and located at NE 8th Street in the former BNSF Railway corridor. Includes grade-separated pedestrian crossing of NE 8th Street.
- East Main Station is located on the southeast corner of Main Street and 112th Avenue SE.

## Technical Analysis:

- Highest cost of the new alternatives
- 6 minute travel time in Segment C
- Causes the most construction disruption (tunnel excavation and restoration of street)
- Highest system-wide ridership

- Cost: $990 million (2007 dollars)
- 8,000 boardings in Segment C
- 51,000 East Link riders
- 44% of jobs and 21% of residents within 5-min. walk
- 97% of jobs and 66% of residents within 10-min. walk
- 3 stations in Segment C




SOUNDTRANSIT
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# C9A: 110TH NE AT-GRADE ALTERNATIVE

## Description:

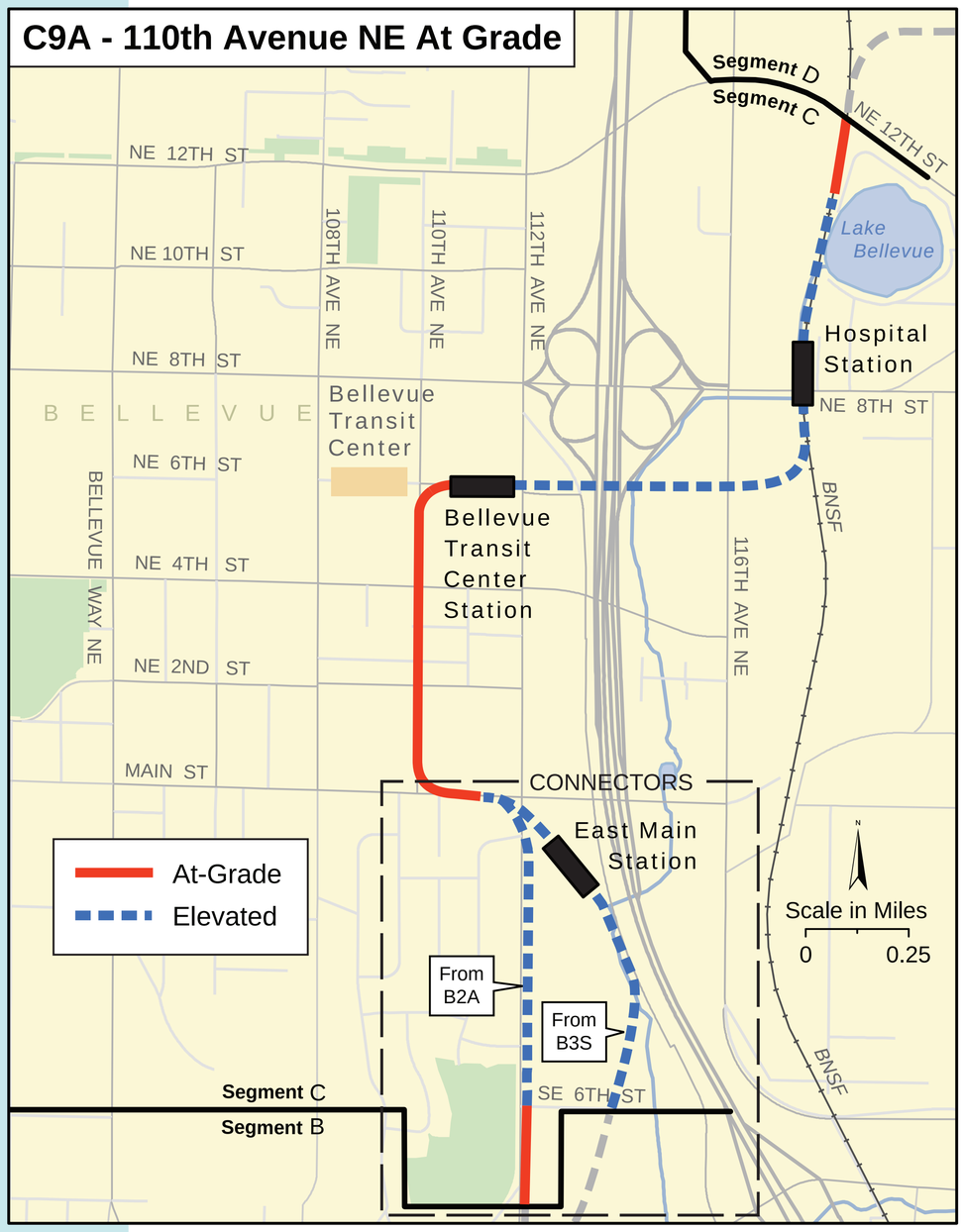
- The route is 24 percent at-grade and 76 percent grade-separated.
- Light rail crosses over 112th Avenue NE at Main Street, then transitions to at-grade between Main Street and NE 6th Street in the center of 110th Avenue NE.
- East of 110th Avenue NE on NE 6th Street, light rail crosses over 112th Avenue NE and I-405.

## Stations:

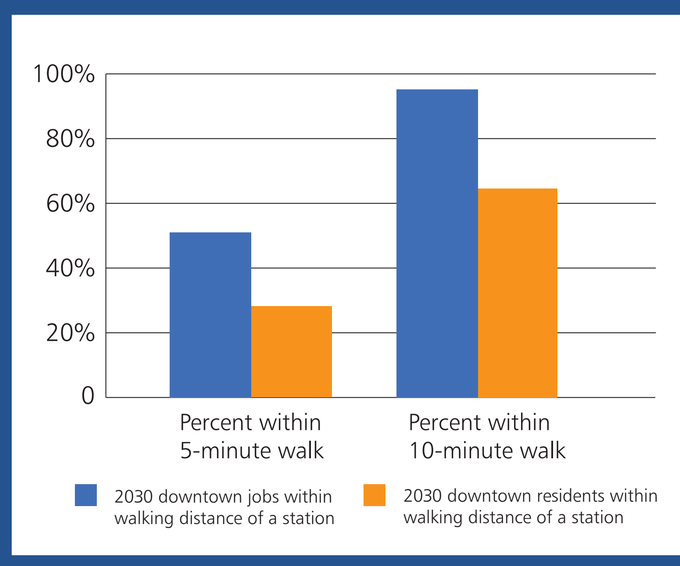
- Bellevue Transit Center Station is elevated on NE 6th Street east of 110th Avenue NE with an at-grade (level) entrance from the existing transit center.
- Hospital Station is located at NE 8th Street in the former BNSF Railway corridor and includes a grade-separated pedestrian crossing of NE 8th Street.
- East Main Station is located on the southeast corner of Main Street and 112th Avenue SE.

## Technical Analysis:

- Costs less than alternatives C9T and C11A
- 9 minute travel time in Segment C
- Transition structure is lower along Main Street between 112th and 110th Avenue than C11A




- Cost: $640 million (2007 dollars)
- 7,500 boardings in Segment C
- 48,500 East Link riders
- 51% of jobs and 28% of residents within 5-min. walk
- 96% of jobs and 63% of residents within 10-min.walk
- 3 stations in Segment C

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# C11A: 108TH NE AT-GRADE ALTERNATIVE

## Description:

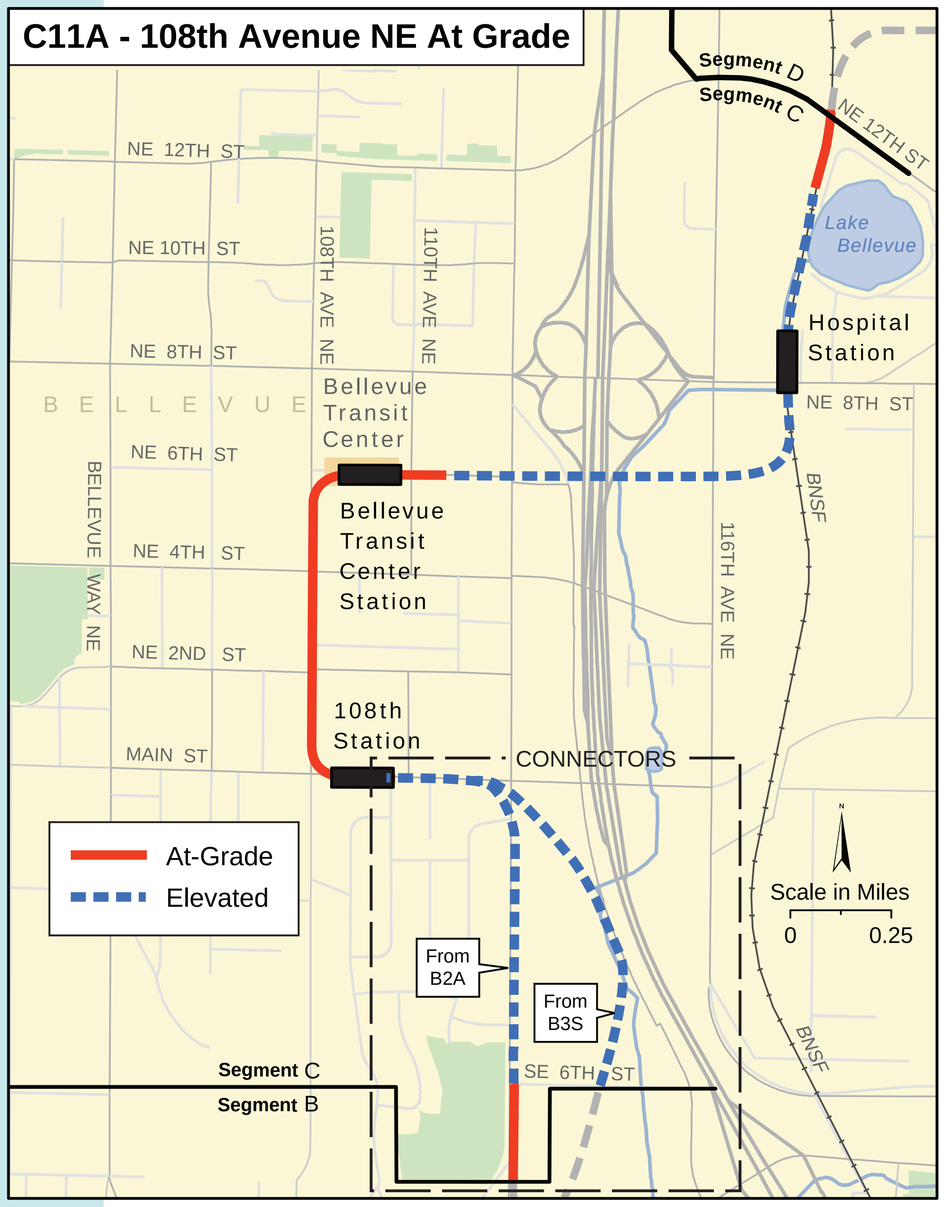
- The route is 27 percent at-grade and 73 percent grade-separated.
- Light rail crosses over 112th Avenue NE at Main Street, then travels at-grade on the south side of Main Street, then travels in the center of 108th Avenue NE and NE 6th Street.
- On NE 6th Street east of 110th Avenue NE, light rail climbs up to a structure in order to cross over 112th Avenue NE and I-405.

## Stations:

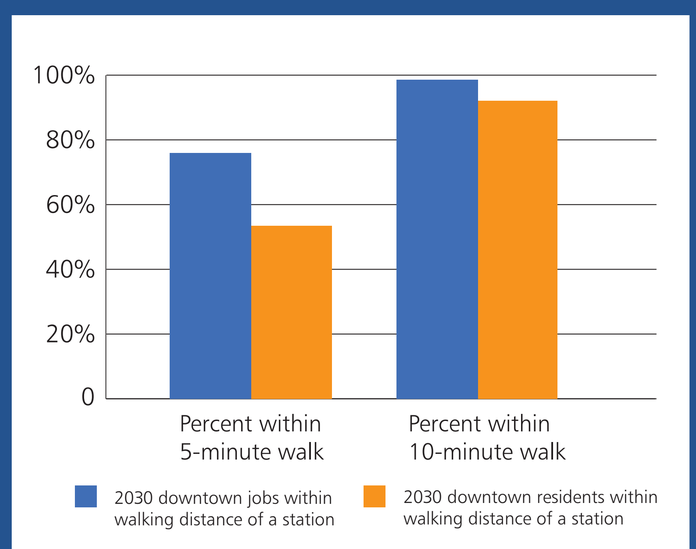
- Bellevue Transit Center Station is at-grade at the existing Bellevue Transit Center on NE 6th Street between 108th Avenue NE and 110th Avenue NE.
- The elevated Hospital Station is located at NE 8th Street in the former BNSF Railway corridor and includes a grade-separated pedestrian crossing of NE 8th Street.
- The 108th Station is located on the south side of Main Street between 108th Avenue and 110th Avenue NE.

## Technical Analysis:

- Higher cost than alternatives C9A and C14E but still within ST2 budget
- 9 minute travel time in Segment C
- Highest percentage of downtown jobs and residents within walking distance of a station
- Displaces more businesses on Main Street than the other options
- Requires reconstruction of the Bellevue Transit Center




- Cost: $680 million (2007 dollars)
- 8,000 boardings in Segment C
- 49,000 East Link riders
- 76% of jobs and 53% of residents within 5-min. walk
- 99% of jobs and 92% of residents within 10-min. walk
- 3 stations in Segment C




SOUNDTRANSIT
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2.2010

# C14E: 114TH NE ELEVATED ALTERNATIVE

## Description:

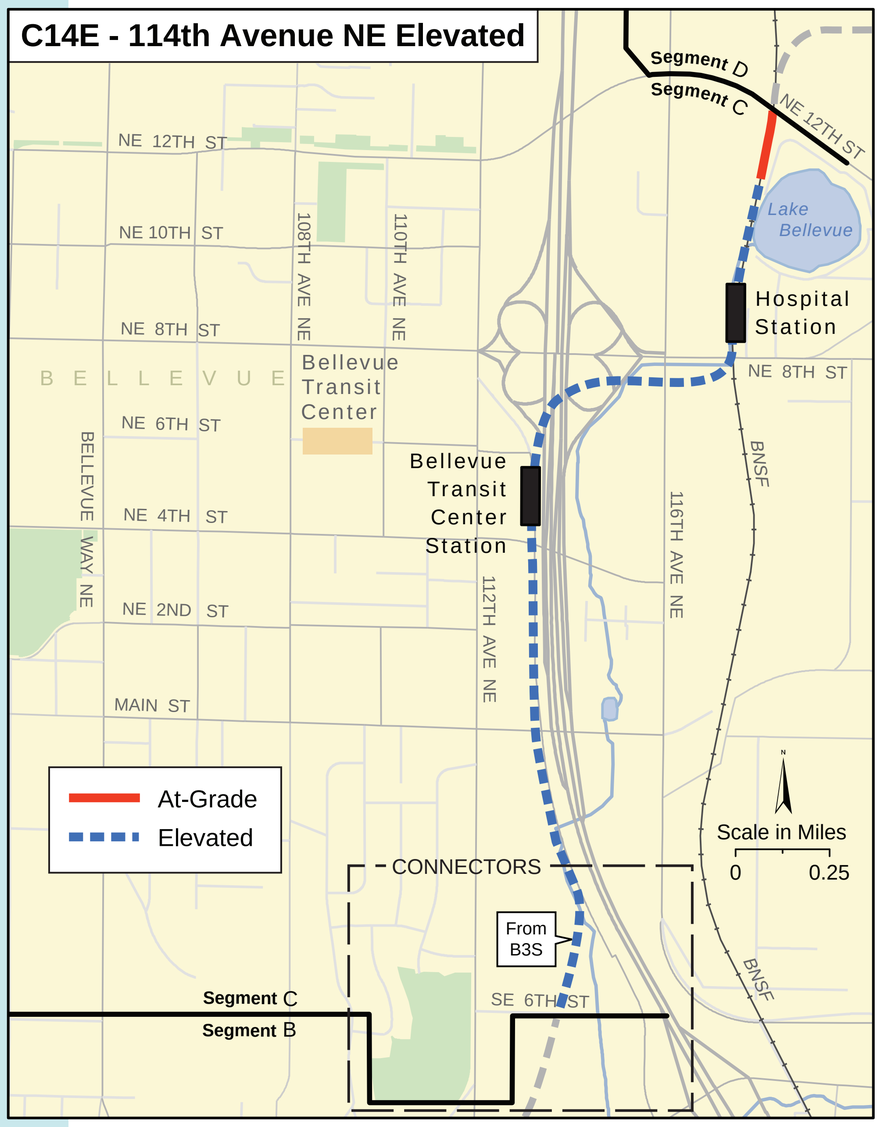
- The route is fully grade-separated.
- Light rail follows 114th Avenue NE from Main Street to the south side of the I-405/NE 8th Street interchange.
- The route crosses over I-405 beginning at NE 6th Street.

## Stations:

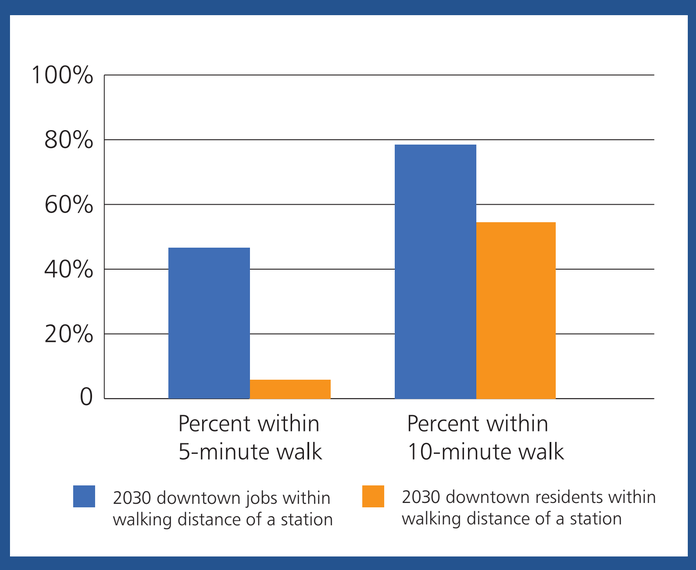
- Bellevue Transit Center Station is located on an elevated structure above 114th Avenue NE, between NE 4th Street and NE 6th Street, east of the existing transit center. Moving sidewalks connect the station to City Hall Plaza.
- The elevated Hospital Station is located in the former BNSF Railway corridor north of NE 8th Street.

## Technical Analysis:

- Costs less than the other new alternatives
- 4 minute travel time in Segment C
- Lowest Segment C ridership of any new alternative
- Lowest percentage of downtown jobs and residents within walking distance of a station
- Less disruption than the tunnel and at-grade options during construction




- Cost: $560 million (2007 dollars)*
- 6,000 boardings in Segment C
- 48,500 East Link riders
- 27% of jobs and 7% of residents within 5-min. walk
- 79% of jobs and 46% of residents within 10-min. walk
- 2 stations in Segment C




* The cost estimate for C14E does not include the addition of a circulator bus and park-and-ride lot. The addition of these amenities would add $70 million to project cost.

SOUNDTRANSIT
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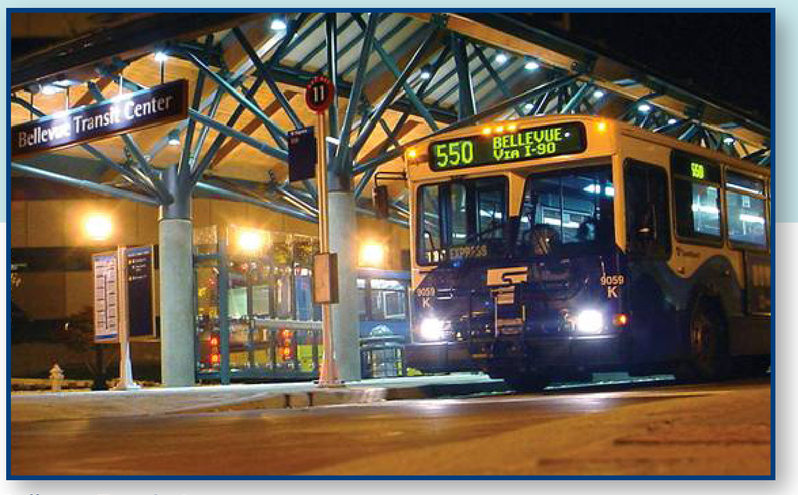
# DOWNTOWN BELLEVUE PREFERRED ALTERNATIVE
## (IDENTIFIED MAY 2009)

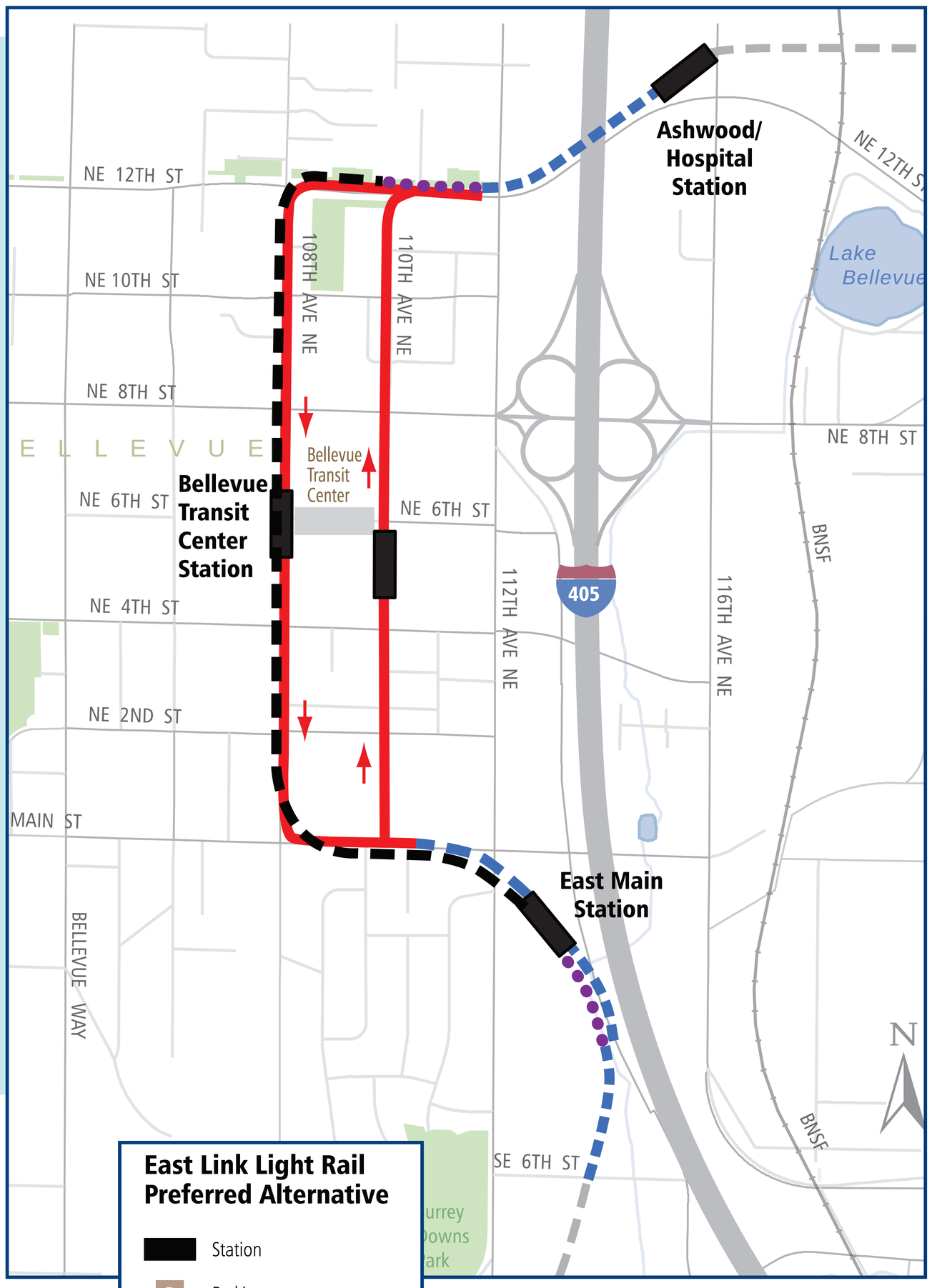
Trains will run at-grade on 108th Avenue Northeast and 110th Avenue Northeast (C4A). However, the Sound Transit Board will consider a largely bored tunnel under 108th Avenue Northeast if additional funding is found. (C3T) Sound Transit is working with the City of Bellevue to identify additional funding sources for the Board to consider prior to the completion of the Final Environmental Impact Statement.

Additionally, in Fall 2009, the Sound Transit Board directed staff to further evaluate a new tunnel alternative and two at-grade alternatives recommended by recent peer review, and an elevated alternative requested for study by the City of Bellevue.



Bellevue Transit Center

Downtown Bellevue




**Travel times (from Bellevue Transit Center):**

International District/Chinatown=19 minutes • University of Washington=30 minutes
Mercer Island=11 minutes • Overlake Transit Center= 13 minutes • Microsoft Campus= 15 minutes • Airport=55 minutes

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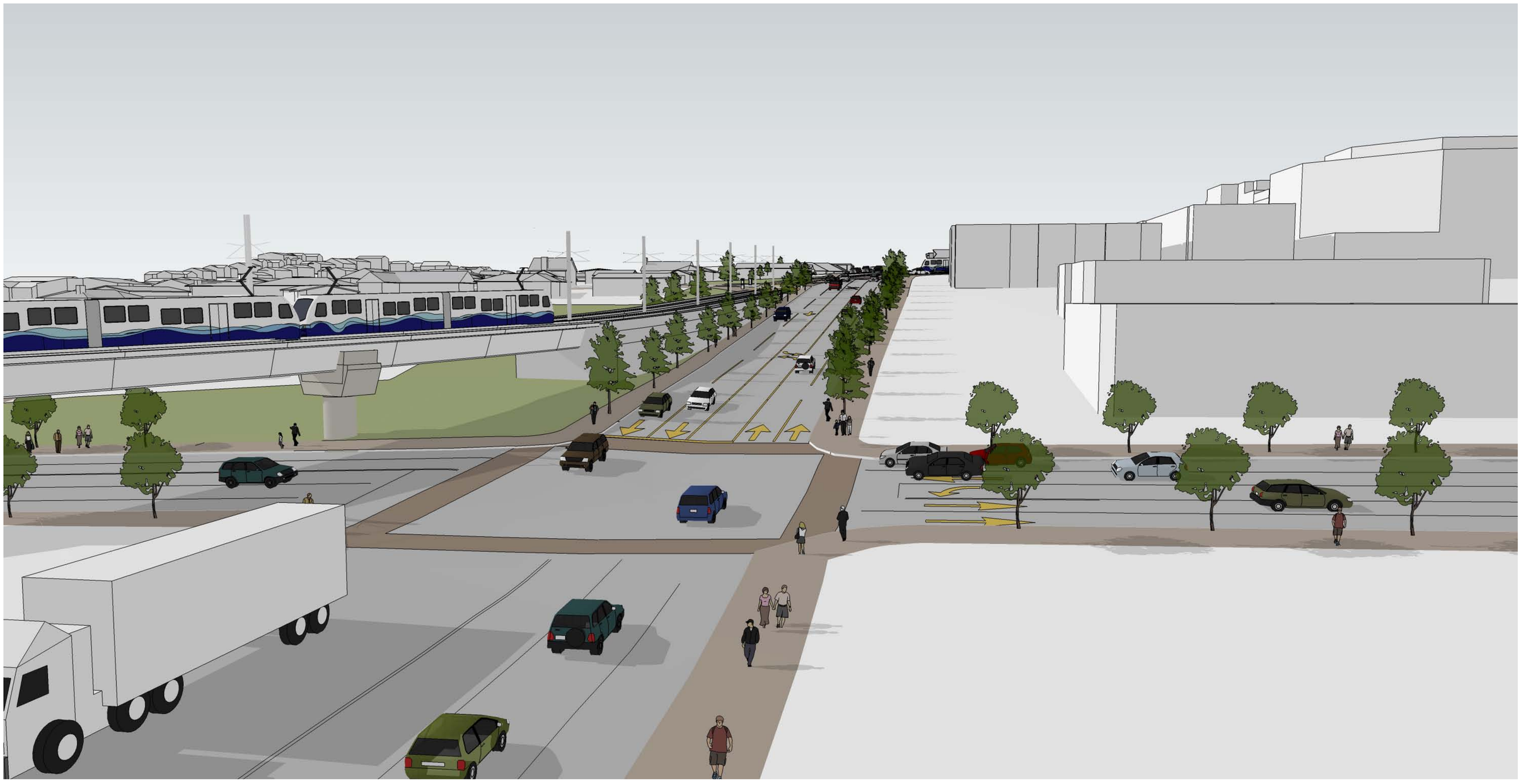
# C9A: 110TH NE AT-GRADE ALTERNATIVE



South Transition Structure at Main Street Looking West

North Transition Structure and Station at 110th Avenue NE Looking Southeast

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CITY OF BELLEVUE WASHINGTON

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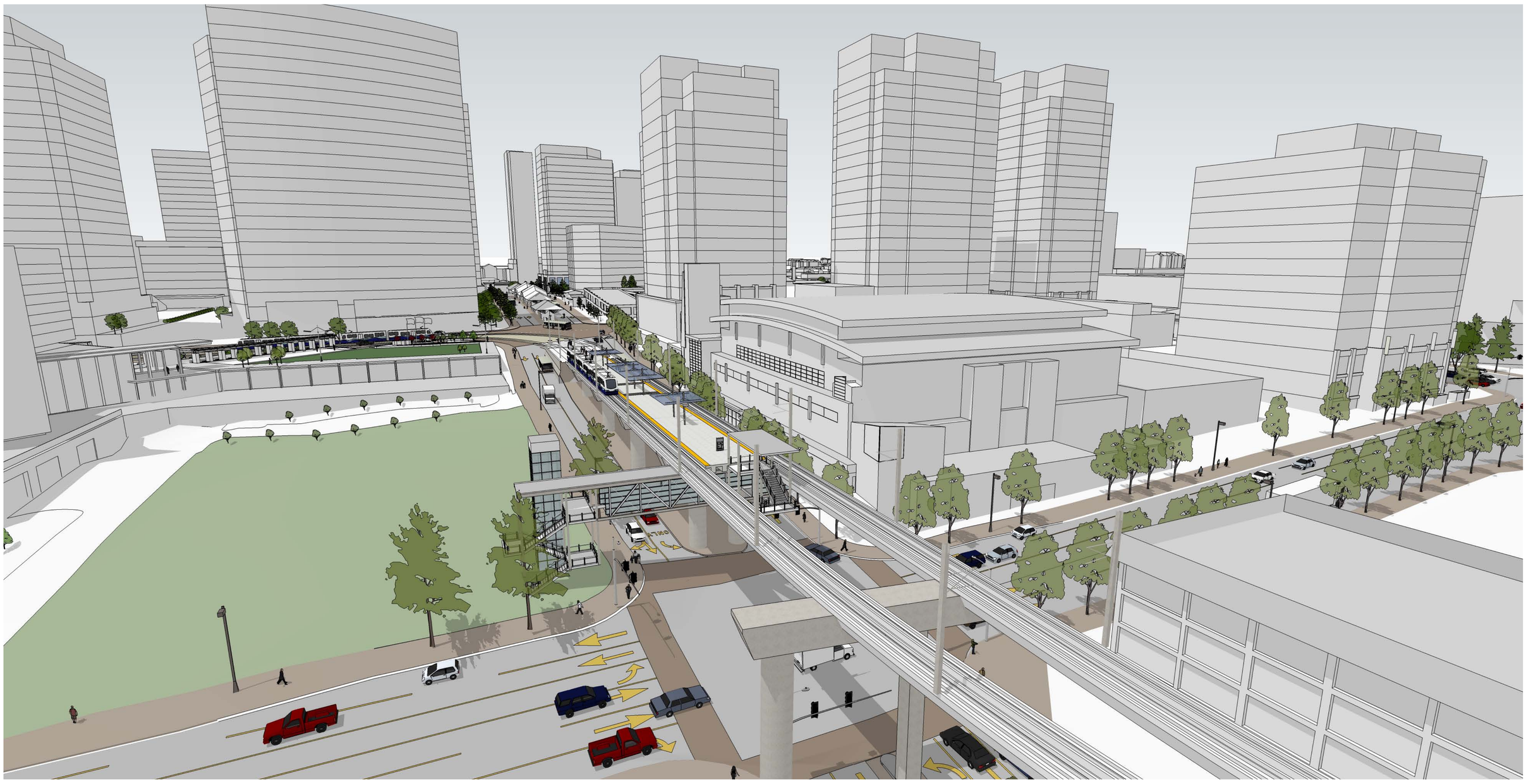
# C9A: 110TH NE AT-GRADE ALTERNATIVE

North Transition Structure and Station at City Hall Plaza Looking Northeast



North Transition Structure and Station at 112th Avenue NE Looking West

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# C11A: 108TH NE AT-GRADE ALTERNATIVE

South Transition Structure at Main Street Looking West

Station at NE 6th Street and 108th Avenue NE Looking Southeast

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CITY OF BELLEVUE WASHINGTON

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# C11A: 108TH NE AT-GRADE ALTERNATIVE

North Transition Structure at City Hall Plaza Looking Northeast

North Transition Structure at 112th Avenue NE Looking West

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CITY OF BELLEVUE WASHINGTON

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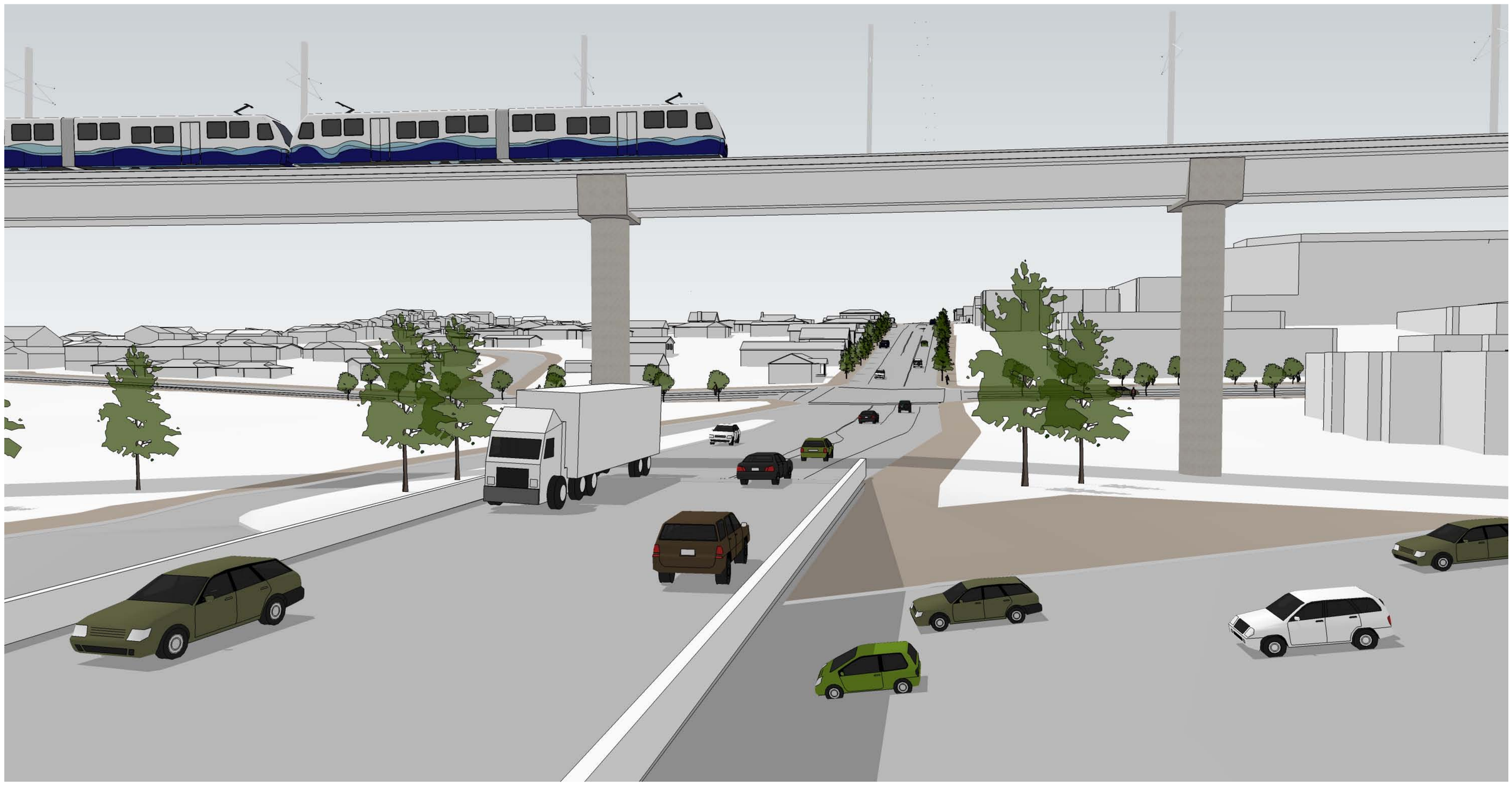
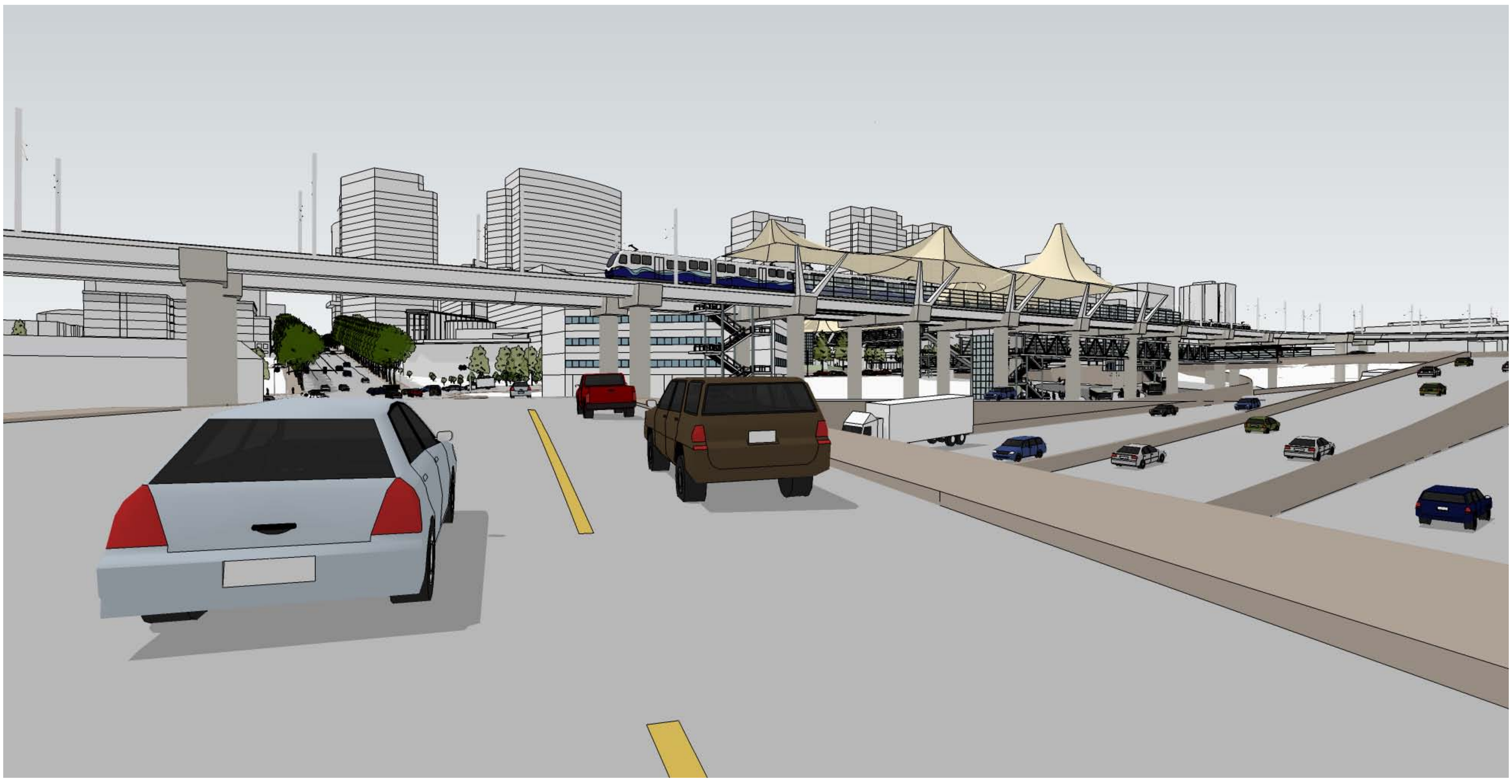
# C14E: 114TH NE ELEVATED ALTERNATIVE



Alignment at Main Street Looking West



Elevated Alignment and Station at NE 4th Street Overpass Looking Northwest

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CITY OF BELLEVUE WASHINGTON

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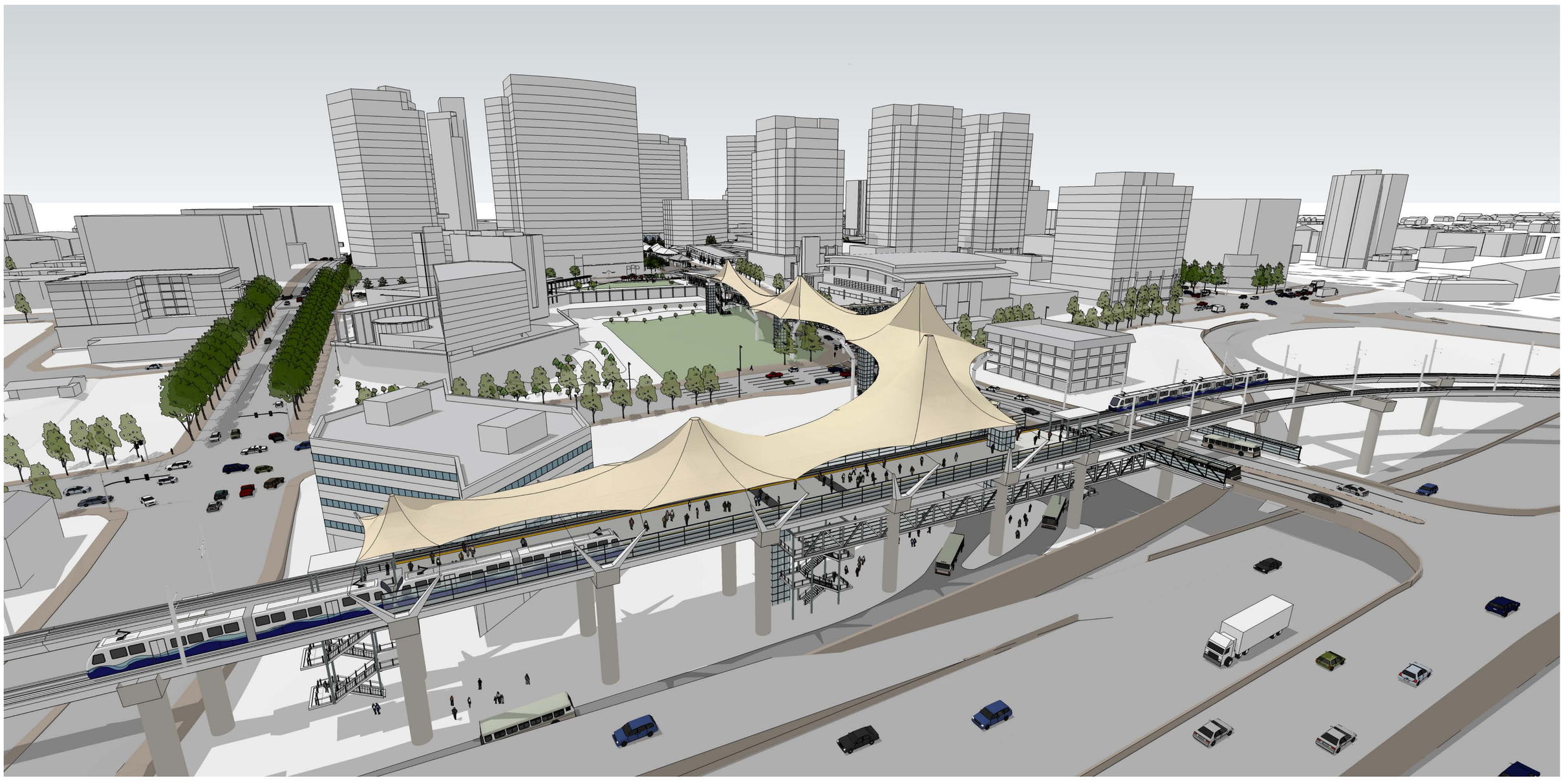
# C14E: 114TH NE ELEVATED ALTERNATIVE

Pedestrian Access to Bellevue Transit Center at City Hall Plaza Looking Northeast



Station at 114th Avenue NE Looking Northwest

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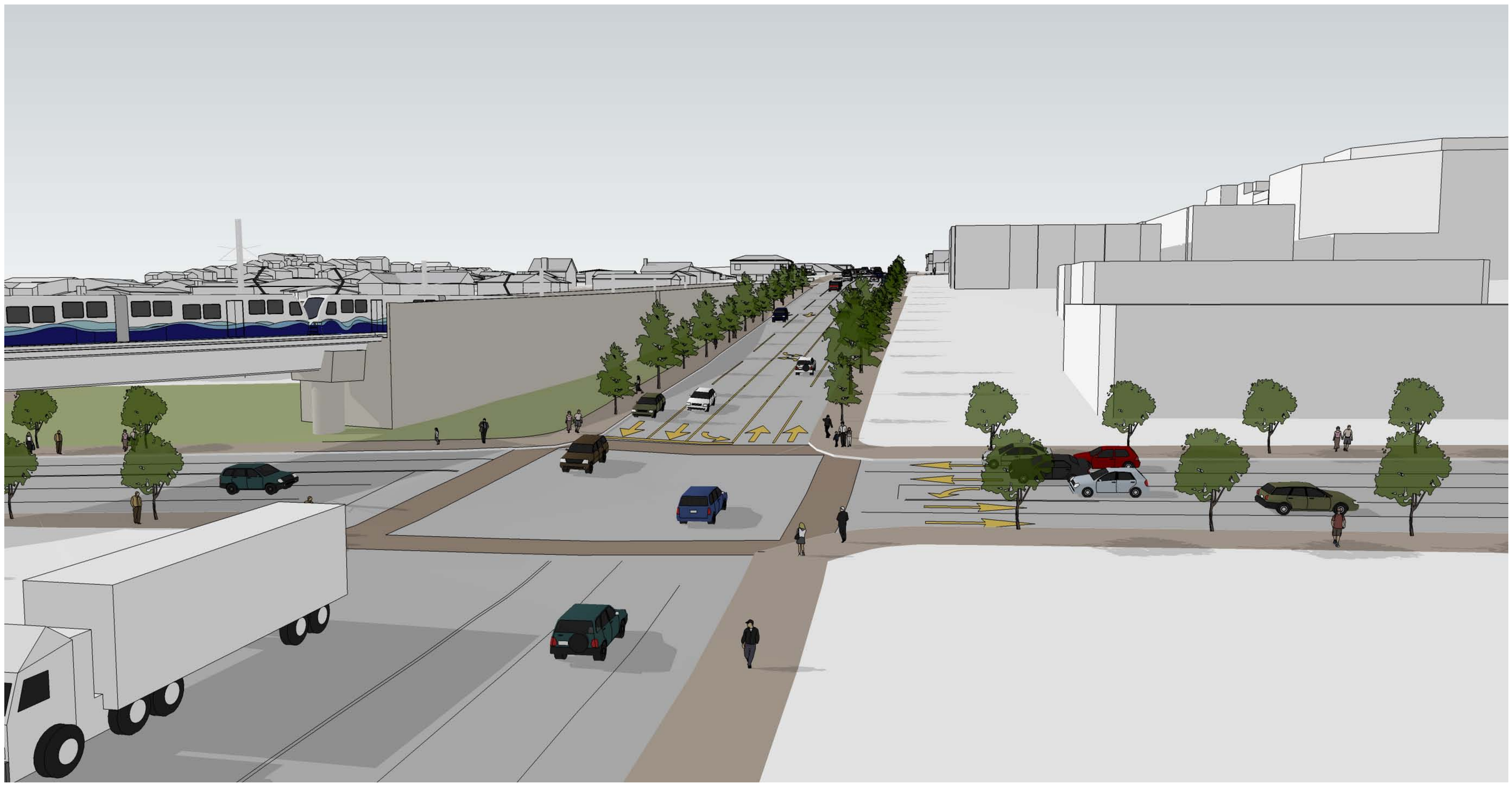
# C9T: 110TH NE TUNNEL ALTERNATIVE



South Portal at Main Street Looking West

North Portal on NE 6th Street Looking Southeast

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CITY OF BELLEVUE WASHINGTON

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# C9T: 110TH NE TUNNEL ALTERNATIVE

North Portal at City Hall Plaza Looking Northeast

North Portal at 112th Avenue NE Looking Northwest

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RIDE THE WAVE

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2.2010

# Appendix E:

# Notification Materials

# East Link light rail

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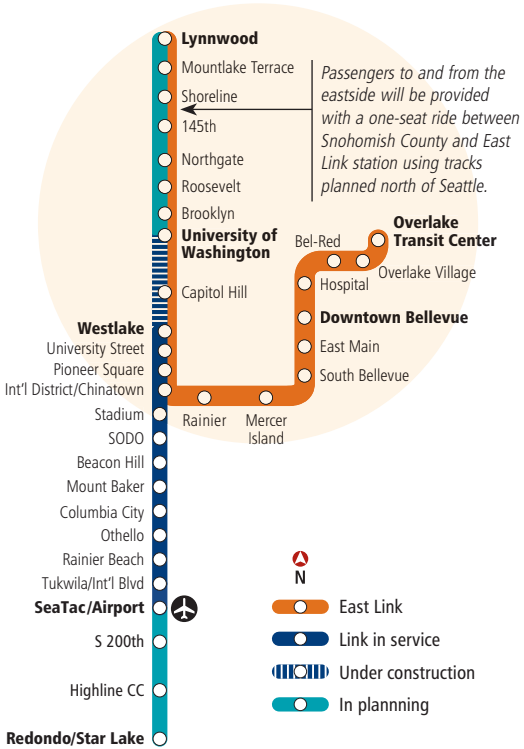
LINK LIGHT RAIL

**East Link Project**

# Link Light Rail System

East Link is Sound Transit's voter-approved project to build light rail between Seattle and Overlake Transit Center in Redmond. Sound Transit is also conducting environmental review on the future extension between Overlake Transit Center and downtown Redmond. The Sound Transit Board of Directors identified a preferred East Link alternative with eastside stations serving Mercer Island, south Bellevue, downtown Bellevue, Bel-Red, Overlake, and downtown Redmond, connecting to Seattle via I-90.

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درمورد مسیر پیشنهاد شده برای پروژه ترانزیت سبک راه اهنی در کینگ شرقی با شماره 1-800-823-9230. در ساعات کاری تماس بگیرید برای گفتگو با سوند ترانزیت

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SOUNDTRANSIT

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SOUNDTRANSIT

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**C11A –** 108th NE At-Grade Alternative

**C14E –** 114th NE Elevated Alternative

The **Downtown Bellevue Concept Design Report** evaluates cost, ridership, traffic operations, environmental impacts, plan consistency, construction effects and risk for each of the new alternatives. The Sound Transit Board will use the report and public comments to determine if reconsidering the preferred alternative, the C4A At-Grade Couplet, is needed in downtown Bellevue. Sound Transit Board action is scheduled for Spring 2010.

## Public Open House

*Open House will be from 4 to 7 p.m.*
*(presentation begins at 5 p.m.)*

**Downtown Bellevue**
Thursday, Feb. 18, 2010
Bellevue City Hall Concourse
450 110th Ave. NE, Bellevue

*Interpreters, as well as accommodations for persons with disabilities, can be arranged upon request with sufficient notice by calling 1-800-823-9230 or TTY Relay: 711.*

**Getting there:** Bellevue City Hall is located near the Bellevue Transit Center, which is served by regional and local buses. City Hall parking is available on a first-come, first-served basis, and is free to those doing business with the City or attending meetings at City Hall. Visitor parking entrance is located on 110th Avenue.

**To review the Concept Design Report:** Please visit www.soundtransit.org/eastlink, or contact Katie Kuciemba, Community Outreach Specialist at 206-398-5459 or katie.kuciemba@soundtransit.org. The fastest and most reliable way to receive information about the East Link project is to sign up for e-mail updates at www.soundtransit.org/subscribe. For information in alternative formats, call 1-800-201-4900/TTY Relay: 711 or e-mail accessibility@soundtransit.org.

SOUNDTRANSIT

# Appendix F:

# Presentations

## Downtown Bellevue Light Rail Alternatives

# Concept Design Report

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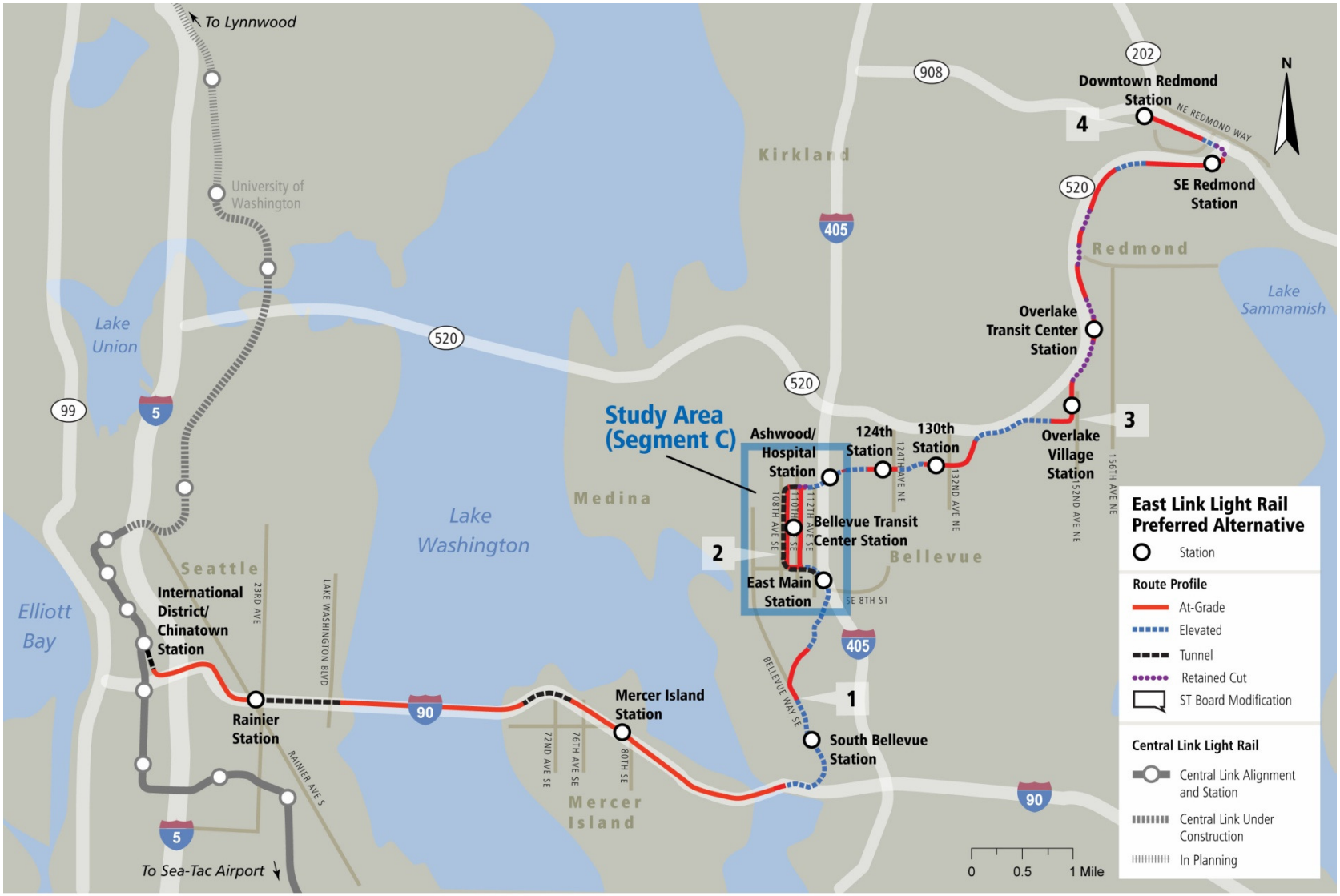
SOUNDTRANSIT

CITY OF BELLEVUE WASHINGTON

**FEBRUARY 2010**

# East Link Overview




**1** Move B3 to at-grade on the east side of Bellevue Way SE and 112th Avenue SE, subject to further evaluation.

**2** Future consideration of C3T tunnel as the preferred alternative, if additional funding sources are identified.

**3** Locate D2A on the north side of NE 24th Street, subject to further evaluation.

**4** New location for the Downtown Redmond Station, subject to further evaluation.

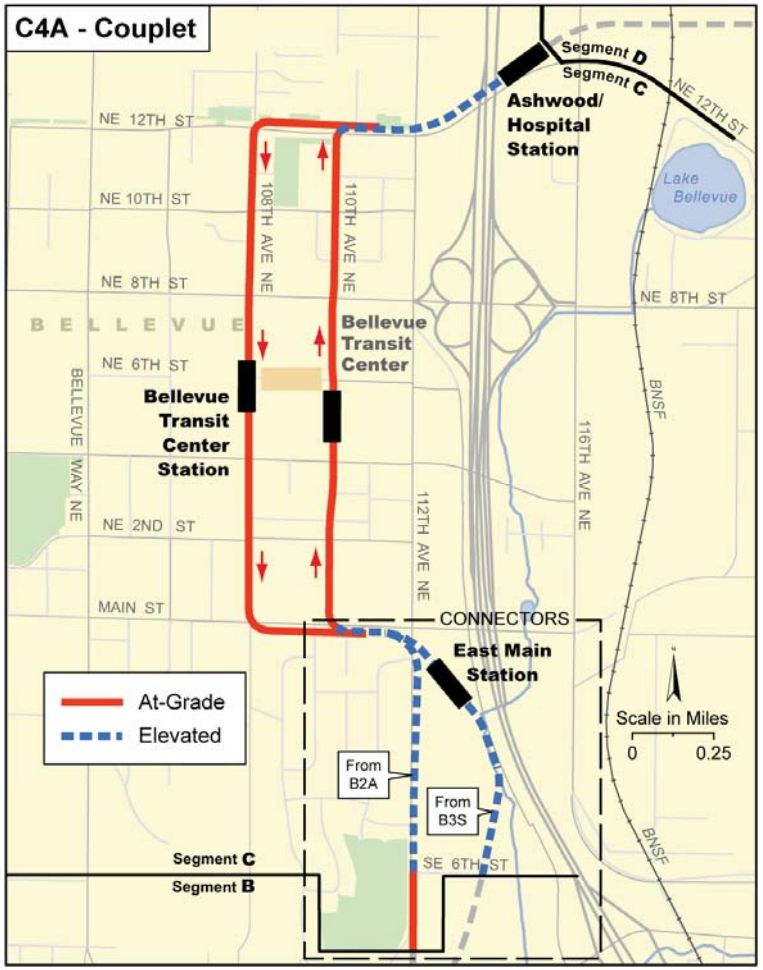
# Project Timeline

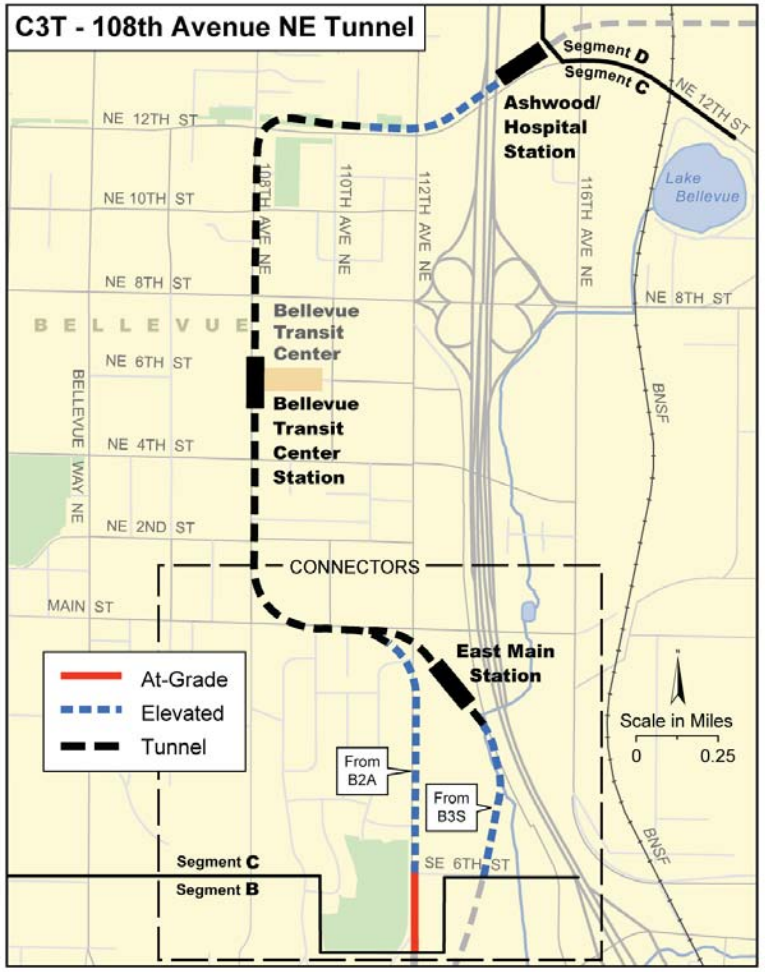
| | |
|---|---|
| EIS Scoping | Fall 2006 |
| Prepare Draft EIS | 2007-2008 |
| ST2 Approved by Voters | November 2008 |
| Identify Preferred Route Alternatives | May 2009 |
| Preliminary Engineering/FEIS | 2009-2010 |
| Identify Single Downtown Bellevue Preferred Alternative | April 2010 |
| ST Board Selects Project | Early 2011 |
| Final Design | 2011-2013 |
| Construction Starts | 2013/2014 |
| Service Starts | 2020/2021 |
| Public Meetings and Outreach is Continuous | |

# Draft EIS and Preferred Alternative

- City of Bellevue recommendation
  - Tunnel in downtown Bellevue with NE 6th crossing
- Sound Transit Board identified a preferred alternative in May 2009
  - C4A – At-Grade Couplet preferred alternative
  - Tunnel for future consideration as preferred alternative if the additional funding identified

# Sound Transit May 2009 Preferred Alternative and Tunnel for Future Consideration



# Project Developments

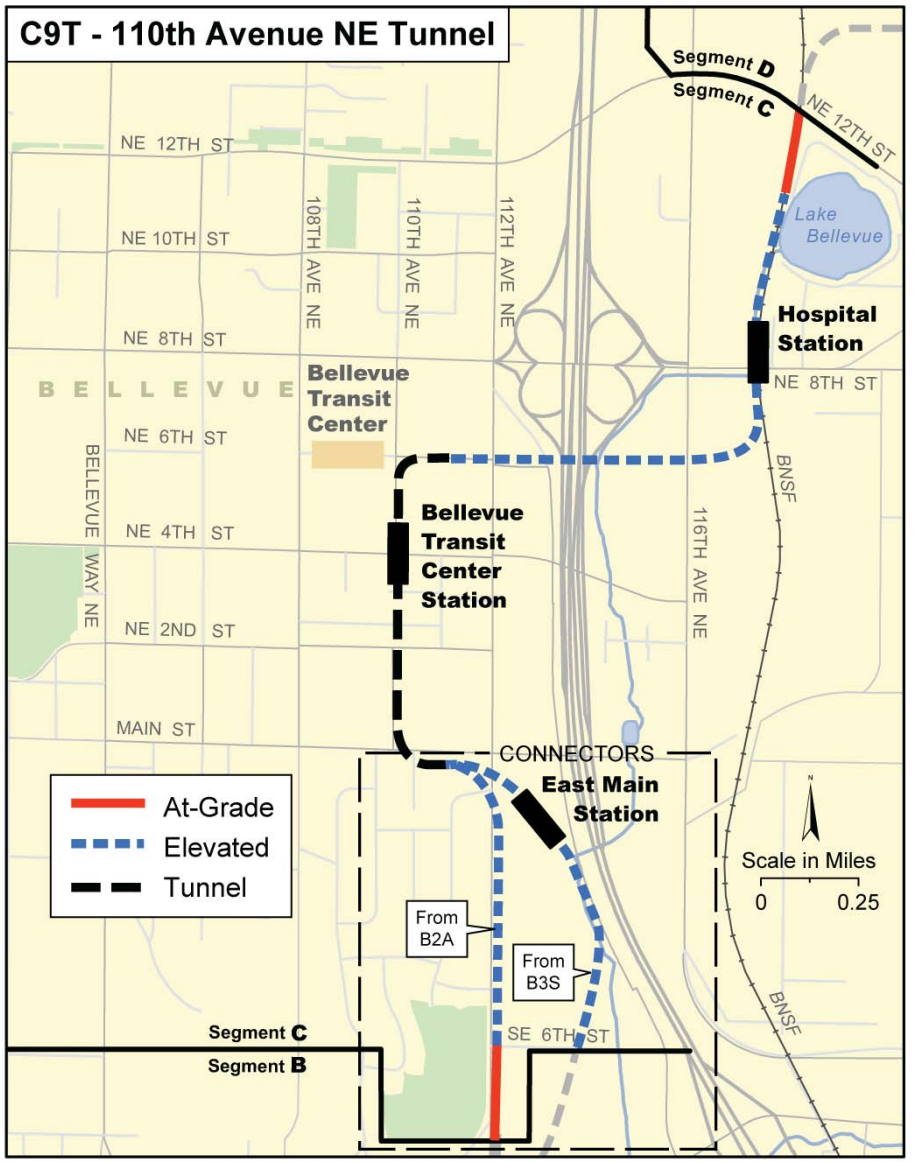
- Increased budget pressures
  - Recession reduces ST revenue forecasts by 20%
- Expert reviews
  - Shorter tunnel alternative with NE 6th crossing
  - New at-grade alternatives with NE 6th crossing
  - Recommend at-grade on 112th as the approach into downtown Bellevue
- City of Bellevue evaluation request
  - 114th elevated option

# Alignment Alternative Development

- Public workshop and stakeholder briefings in November and December 2009
- Sound Transit with Bellevue staff developed new alternatives to conceptual engineering level of design

# C9T: 110th NE Tunnel

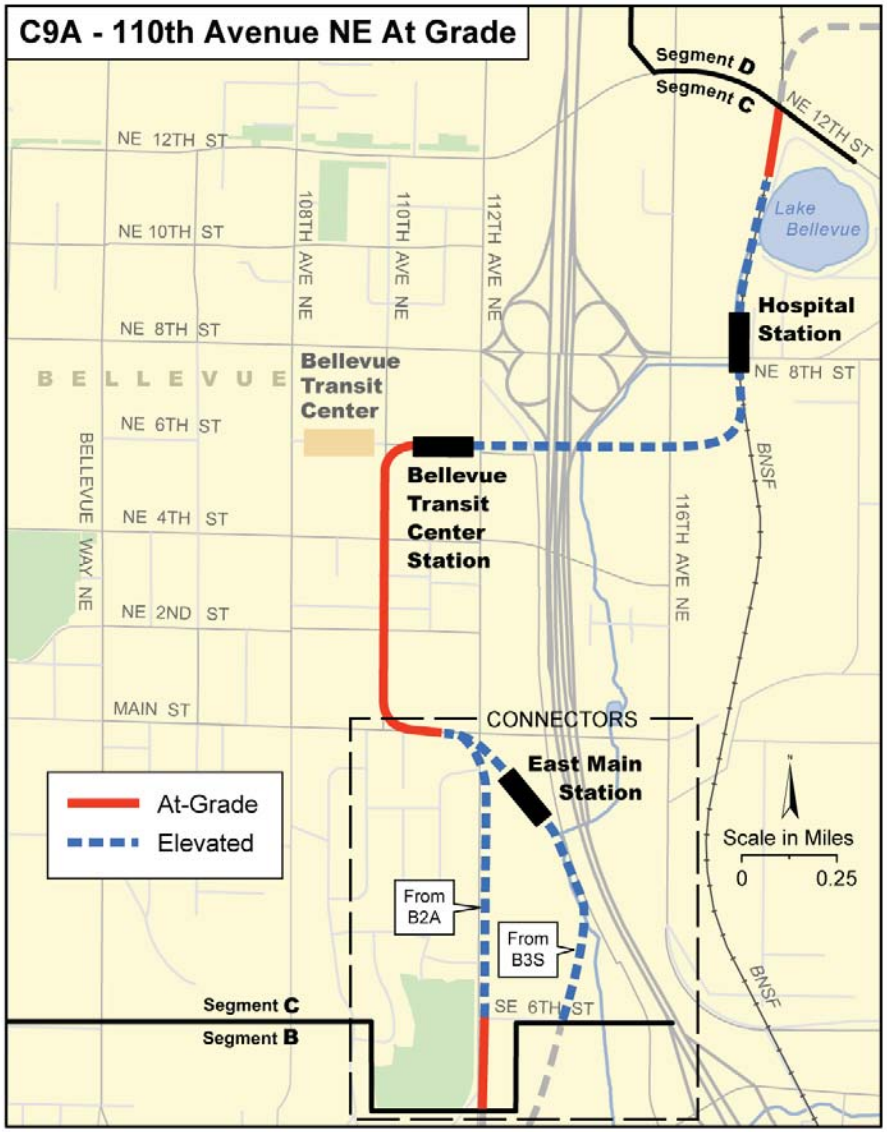
- Tunnel under 110th
- Three stations:
  - East Main: elevated
  - BTC: underground
  - Hospital: elevated
- Fully grade-separated



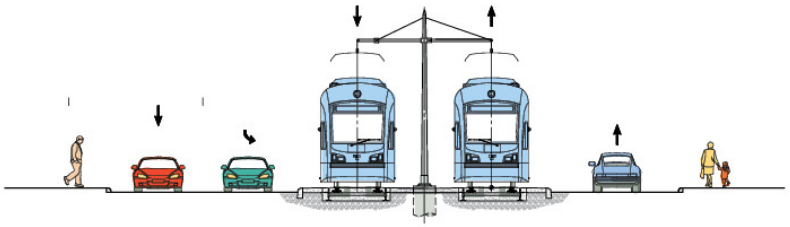
# C9T: 110th Tunnel

# C9A: 110th NE At-Grade

- At-grade, center running on 110th
- Three stations:
  - East Main: Elevated
  - BTC: Elevated
  - Hospital: Elevated
- 76% grade separated



# C9A – 110th At-Grade

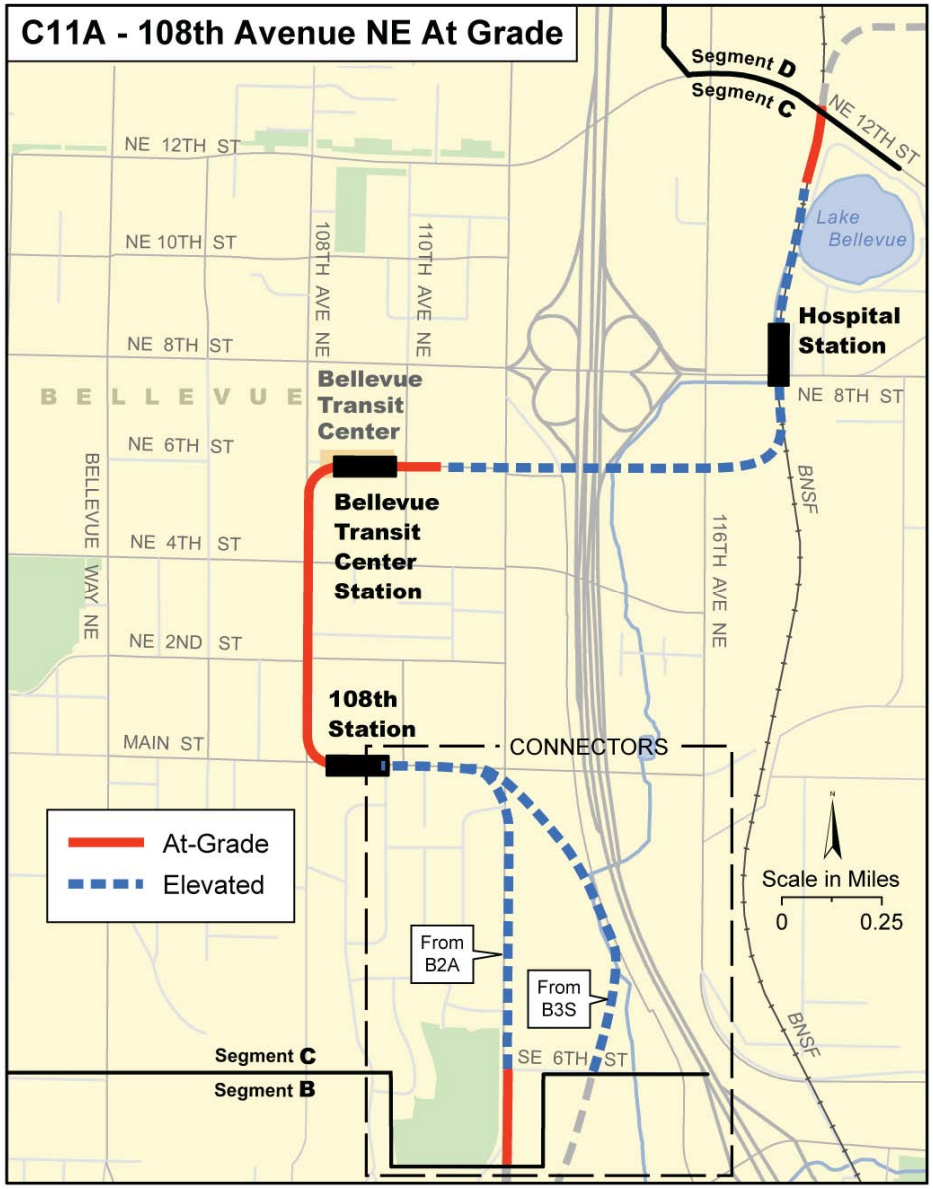


**Section C 108th Ave – Looking North**

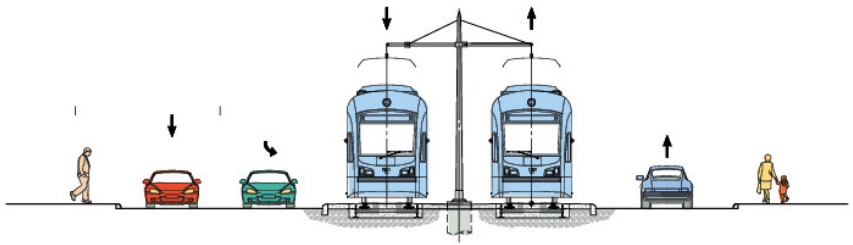
- Center running on 110th Ave NE
- One through lane each direction, with southbound turn lane at NE 4th, 2nd, and Main Street
- Property access to be right-in/right-out.

# C11A: 108th NE At-Grade

- At-grade running on 108th
- Three stations:
  - 108th: At-grade
  - BTC: At-grade
  - Hospital: Elevated
- 73% grade-separated



# C11A – 108th At-Grade

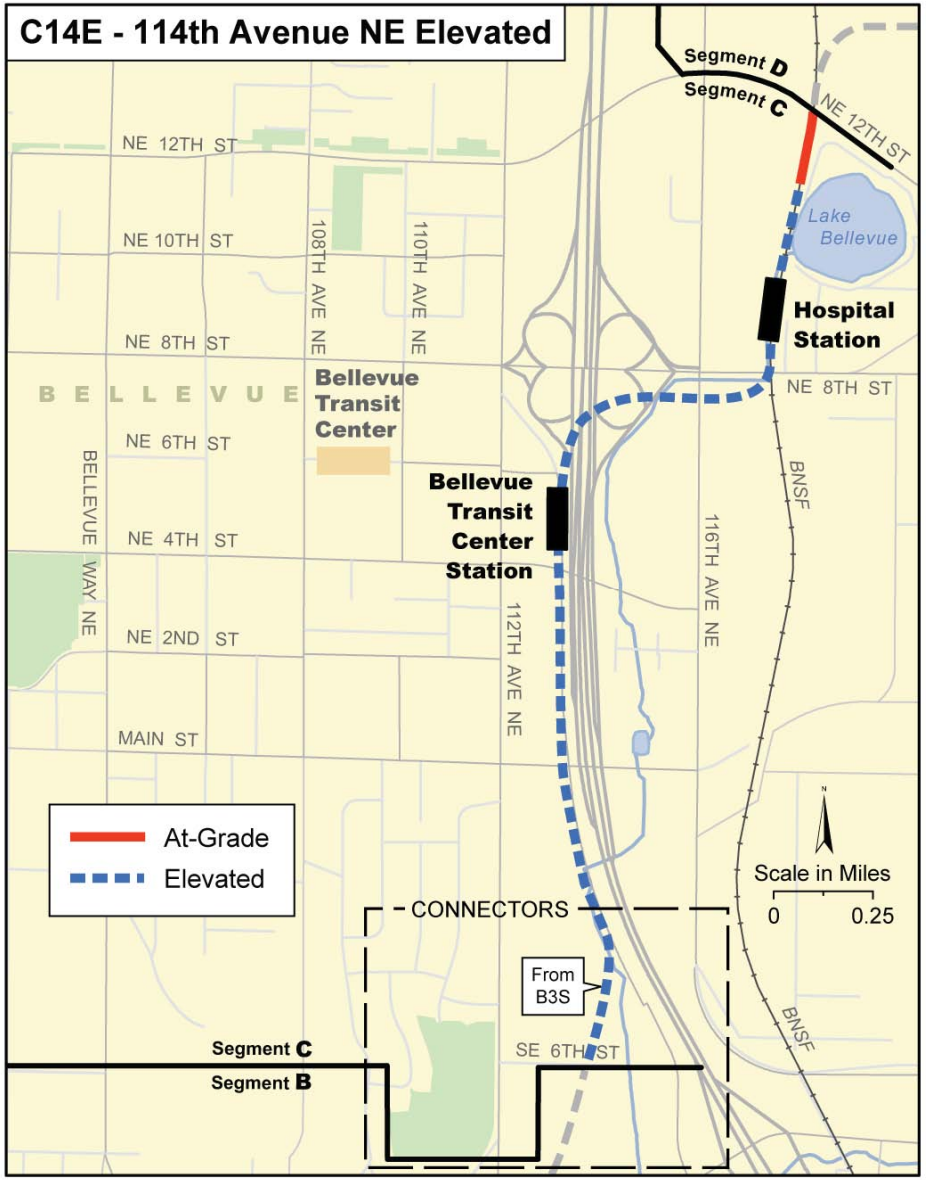


**Section F 108th Ave – Looking North**

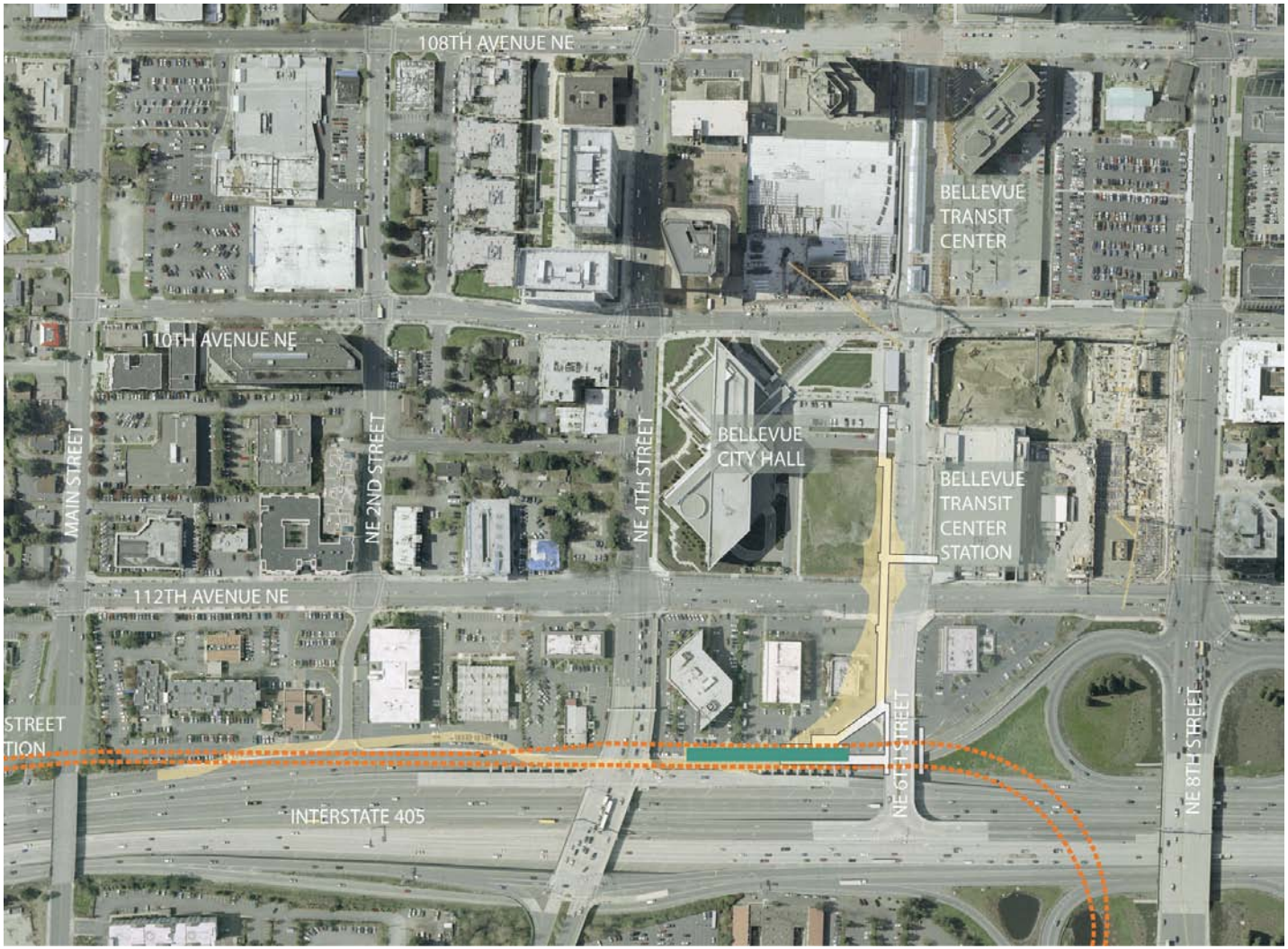
- Center Running alignment on 108th Ave
- One through lane each direction, with southbound turn lane at NE 4th, 2nd, and Main Street
- Pedestrian crossing at NE 2nd Place
- Property access to be right-in/right-out.

# C14E: 114th NE Elevated

- Elevated on 114th
- Two stations:
  - BTC: Elevated
  - Hospital: Elevated
- Other elements:
  - Moving sidewalk
  - Pedestrian bridge to Meydenbauer Center
- Possible additions:
  - 200-space park-and-ride
  - Circulator bus
- Fully grade-separated

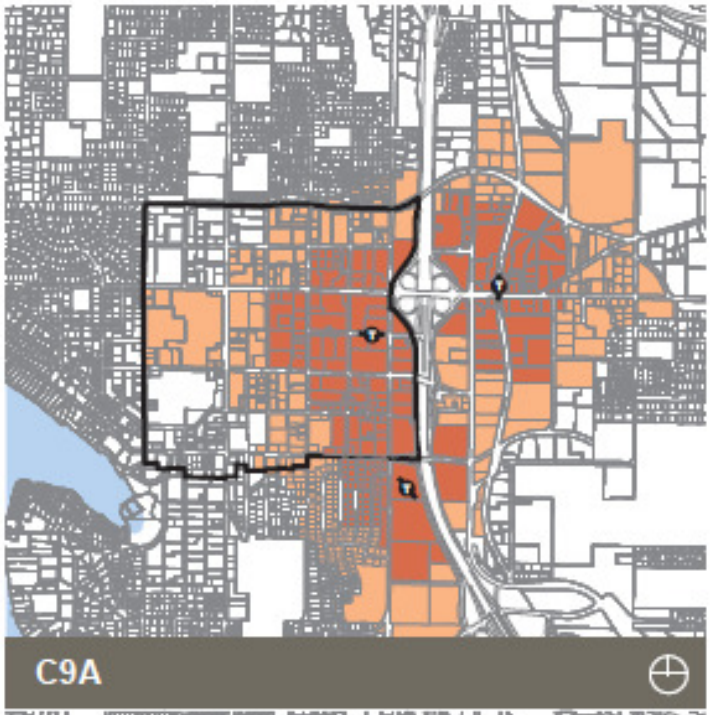


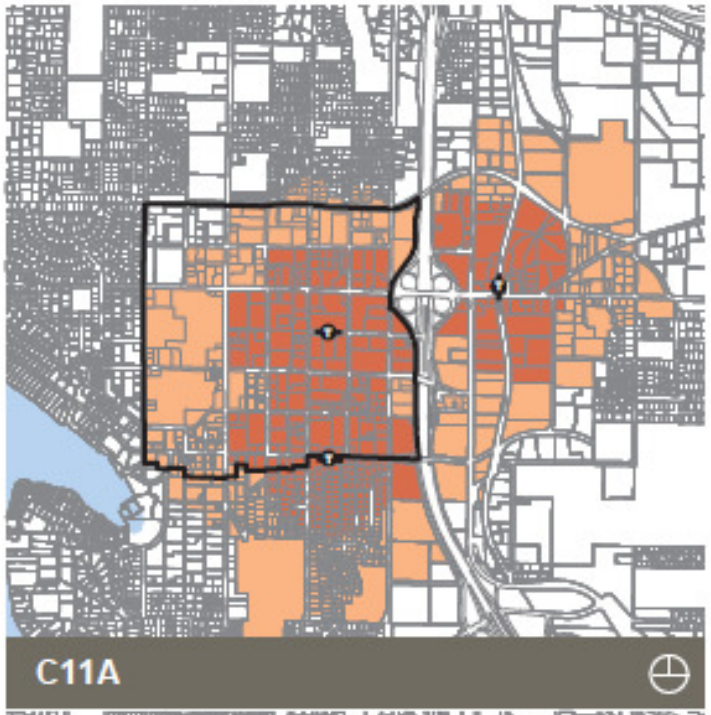
# C14E – 114th Elevated

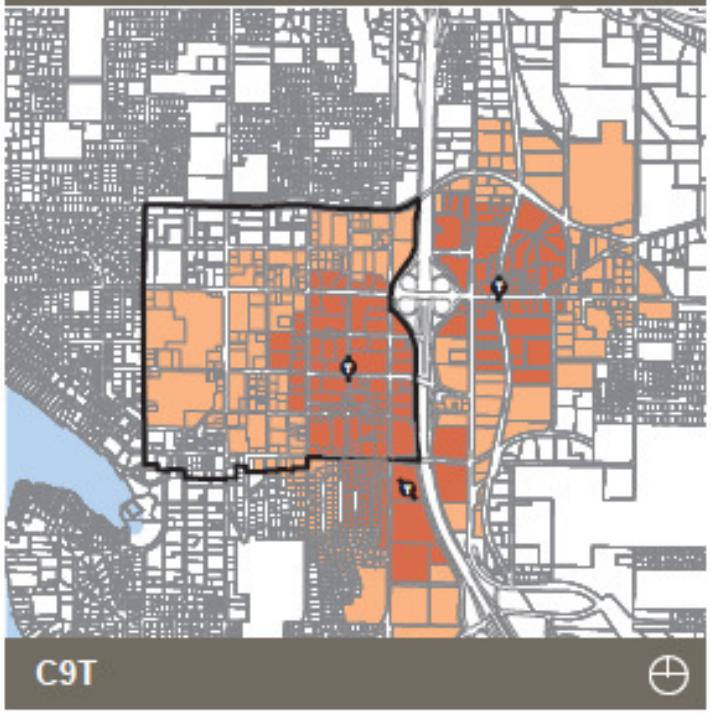


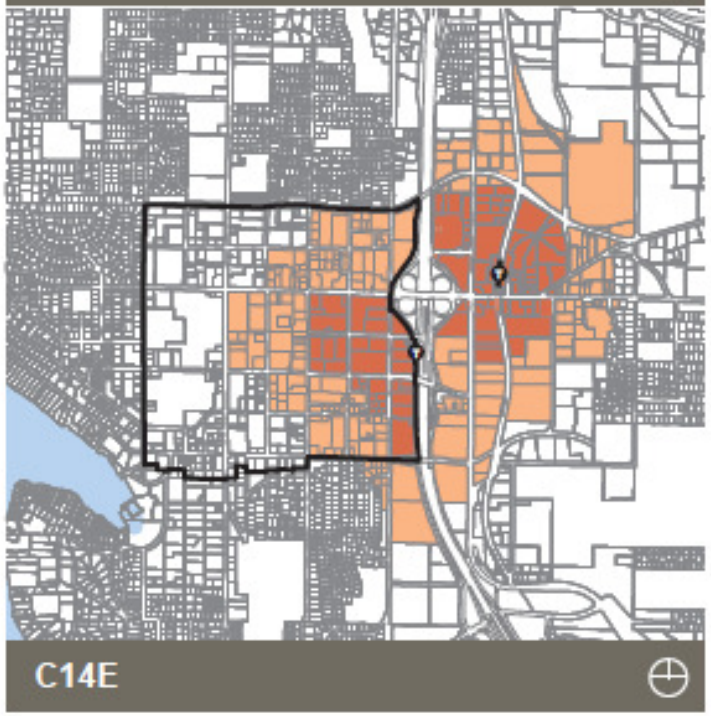
# Evaluation Criteria

| Criteria Category | Criteria |
|---|---|
| Cost | Capital cost ($2007) |
| Land use accessibility | Land uses within walking distance of stations |
| Light rail ridership | 2030 ridership and travel time |
| Traffic operations | Traffic congestion and delay for vehicles |
| Environmental impacts | Displacements, noise, vibration, parks and ecosystems |
| Construction effects | Relative street-level disruption and duration |
| Construction risks | Relative risks to schedule and budget |
| Consistency with plans and policies | Consistency with Comprehensive Plan and adopted Council interest statements |




# Land Use Accessibility

WALK DISTANCE TO
EAST LINK STATIONS

light rail station
5 minute walk
10 minute walk
downtown subarea boundary

# Walk Distance to Stations

| | 2030 Downtown Jobs | | 2030 Downtown Residents | |
|---|---|---|---|---|
| Downtown Subarea Forecast | 79,000 | | 19,000 | |
| **Walk Distance** | 5-min. walk | 10-min. walk | 5-min. walk | 10-min. walk |
| **C9A Alignment: 110th NE At-Grade** | | | | |
| Downtown Land Use within Walk Distance<br>Percent of 2030 Downtown Subarea Total | **39,938**<br>**51%** | **75,298**<br>**96%** | **5,221**<br>**28%** | **11,826**<br>**63%** |
| **C9T Alignment: 110th NE Tunnel** | | | | |
| Downtown Land Use within Walk Distance<br>Percent of 2030 Downtown Subarea Total | **34,755**<br>**44%** | **75,908**<br>**97%** | **3,940**<br>**21%** | **12,345**<br>**66%** |
| **C11A Alignment: 108th NE At-Grade** | | | | |
| Downtown Land Use within Walk Distance<br>Percent of 2030 Downtown Subarea Total | **60,059**<br>**76%** | **77,824**<br>**99%** | **9,929**<br>**53%** | **17,157**<br>**92%** |
| **C14E Alignment: 114th NE Elevated** | | | | |
| Downtown Land Use within Walk Distance<br>Percent of 2030 Downtown Subarea Total | **21,249**<br>**27%** | **62,023**<br>**79%** | **1,258**<br>**7%** | **8,628**<br>**46%** |

# Evaluation Summary: Ridership and Travel Time

| Criteria | C9T 110th Tunnel | C9A 110th At-Grade | C11A 108th At-Grade | C14E 114th Elevated |
|---|---|---|---|---|
| Segment C daily boardings | 8,000 | 7,500 | 8,000 | 6,000 |
| East Link daily ridership | 51,000 | 48,500 | 49,000 | 48,500* |
| Segment C light rail travel time (minutes) | 6 | 9 | 9 | 4 |

* Inclusion of a 200 space park-and-ride garage and circulator bus but does not significantly increase segment ridership.

# Evaluation Summary: Traffic Operations

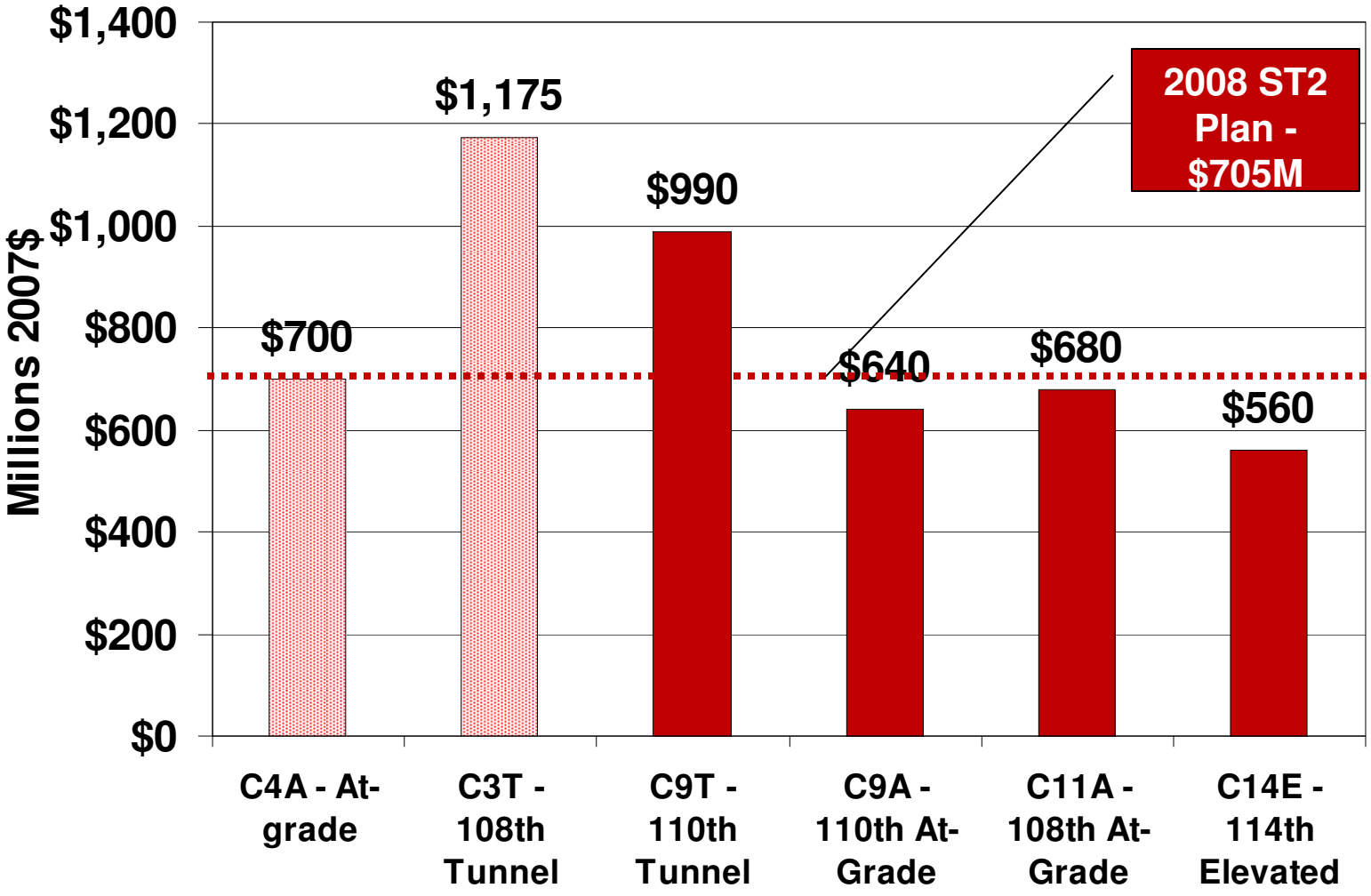
| Criteria | C9T 110th Tunnel | C9A 110th At-Grade | C11A 108th At-Grade | C14E 114th Elevated |
|---|---|---|---|---|
| Southbound vehicle travel time (minutes) | 6.5 | 8.0 | 7.4 | 6.5 |
| Northbound vehicle travel time (minutes) | 5.8 | 6.5 | 5.6 | 5.8 |
| Eastbound vehicle travel time (minutes) | 5.0 | 4.9 | 5.3 | 5.0 |
| Westbound vehicle travel time (minutes) | 4.9 | 5.2 | 5.8 | 4.9 |
| Percent of vehicle demand into and out of downtown served | 78% | 78% | 77% | 78% |
| Average downtown intersection vehicle delay (seconds) | 67 | 73 | 70 | 67 |
| Average vehicle delay at key affected intersections (seconds) | 78 | 85 | 87 | 78 |

# Evaluation Summary: Cost and Alternative Characteristics

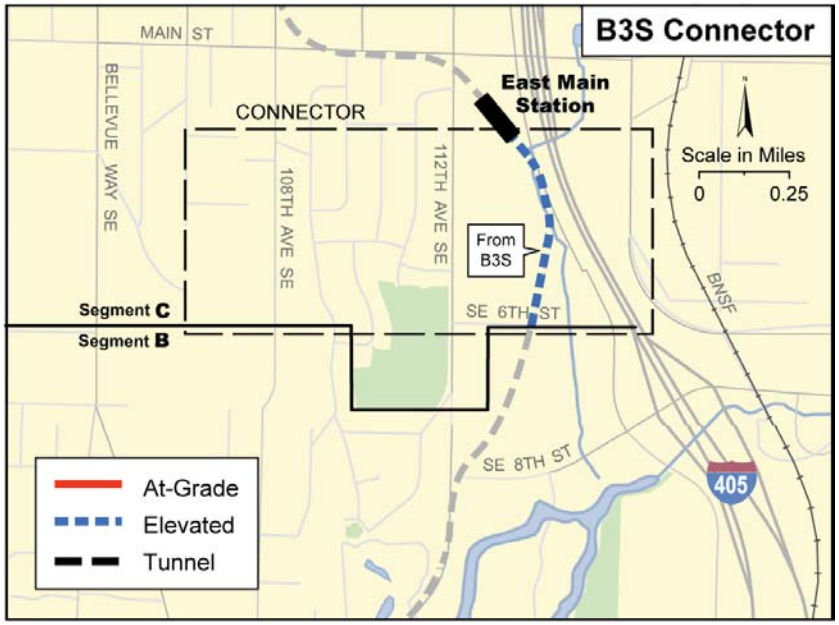
| Criteria | C9T 110th Tunnel | C9A 110th At-Grade | C11A 108th At-Grade | C14E 114th Elevated |
|---|---|---|---|---|
| Cost (millions, $2007) | $990 | $640 | $680 | $560* |
| Difference between ST2 Plan ($705 million) | ($285) | $65 | $25 | $145 |
| Segment C length (miles) | 1.6 | 1.7 | 1.9 | 1.3 |
| Number of stations | 3 | 3 | 3 | 2 |

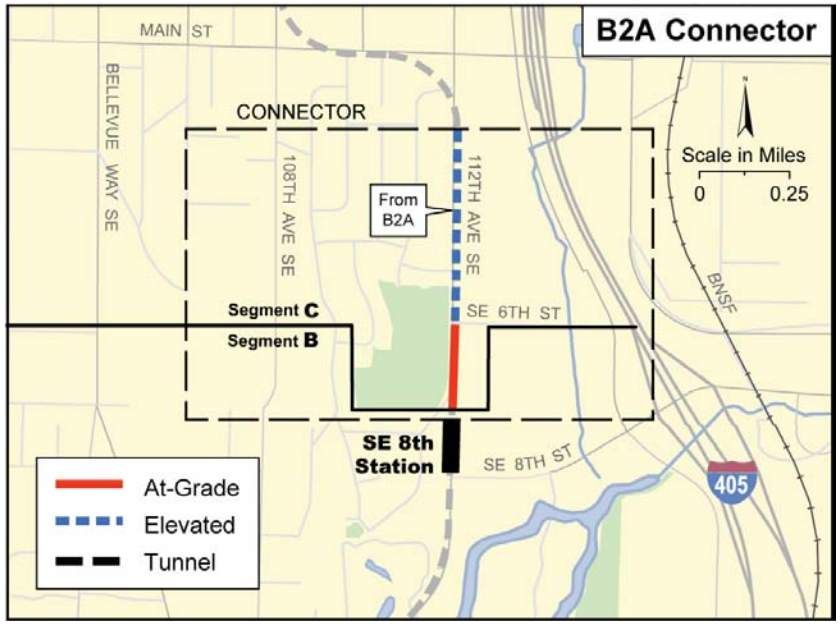
*A 200 space park-and-ride and circulator bus would add $70 million to the cost for C14E.

# Cost of Downtown Alternatives



# Connectors to Segment B



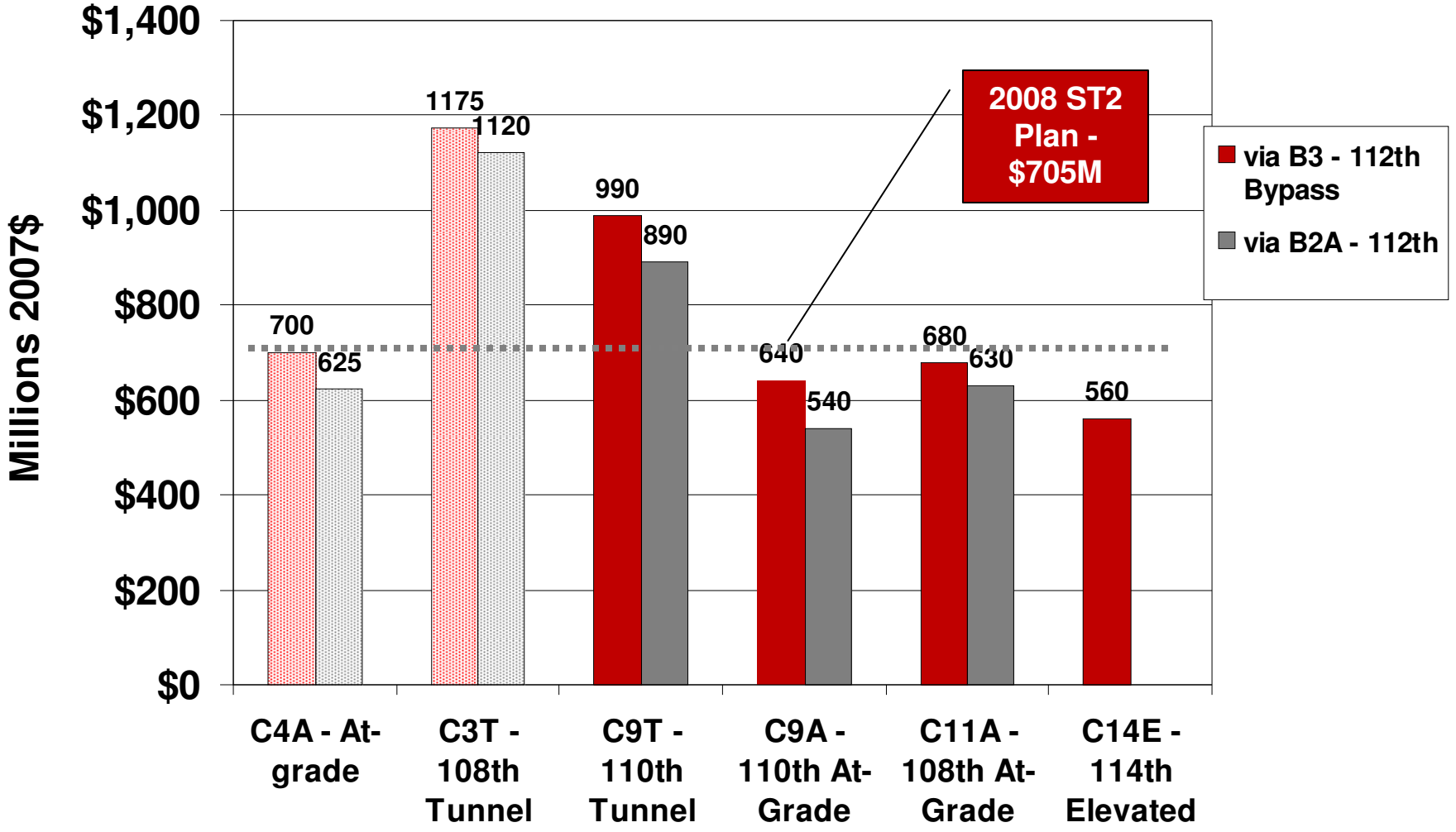

**Via B3S**
**112th Bypass**

**Via B2A**
**112th At-Grade**

# Comparison of Segment B Connectors

- 112th would reduce cost by $50-100 million
- 112th bypass would require slightly less noise mitigation
- 112th would reduce ecosystem impacts

# Cost of Downtown Alternatives by Connector Option



# Questions?

## Contact:
## Katie Kuciemba
## Community Outreach Specialist
## Sound Transit
## 206.398.5459
## eastlink@soundtransit.org